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340 • October 2001

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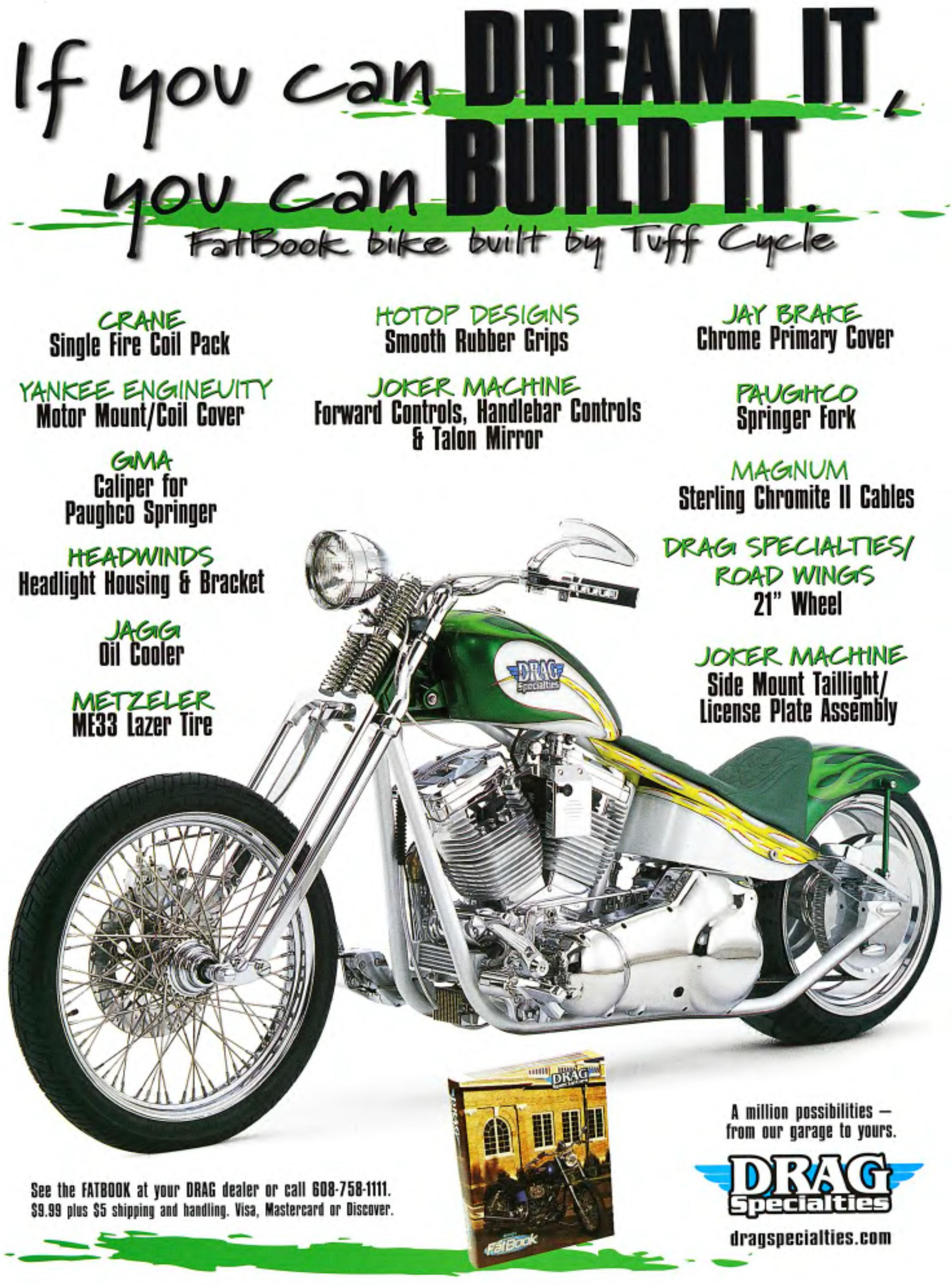
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TakingItEasy

Fresh from our "Ain't Love Grand" File: A 28-year-old guy met a woman on the Internet who e-mailed him a semi-naked snapshot. Not knowing the snapshot had been taken 30 years earlier, he hurried to her side (3,000 miles away) only to be greeted by a 65-year-old woman who was living with her dead boyfriend (he was in her freezer—minus a leg which she'd lopped off with an axe, as it was too big to fit).

A Chinese tiger-keeper had to take a shit, and for some unknown reason, he decided to perch himself on the wall of the tigers' enclosure with his ass hanging in the enclosure. Whether the tigers didn't like the looks of his ass or whether they didn't like the odor, or whether his ass looked like a yummy lunch is also unknown, but the **tigers clawed him** off the wall and had their way with him. Found with his remains was a roll of toilet paper. Please...don't squeeze the Charmin.

Here's an actual quote from a newspaper article on Memorial Day safety: "While traveling to lakes or any holiday destination, drivers should closely monitor their speed and strongly consider **driving under the influence** of alcohol." (Makes you wonder about their proofreaders.)

Here's one I'll bet most of you have never heard of and may not even want to think about. There's a perversion called **"Asian Ball Busting"** where a man enjoys experiencing pain by having someone kick him in the testicles. Wonder if you have to be Asian to dig this?

This guy broke into a house so that he could turn on an outside light. He wanted to shave his friend's head with electric clippers, and the light from the moon just didn't cut it (pardon the pun).

They say crime doesn't pay, but occasionally it does. He held up a post office, then waited in his car outside the post office so that the police would catch him and put him away. Why? Because laws require prisoners be furnished adequate medical care. He had cancer, and he needed treatment but couldn't afford it. So when he was jailed, he was immediately prescribed three drugs and scheduled for a **colonoscopy**. (He also had plenty of time for rest and relaxation, which is good for just about any illness.)

A football coach, telling fans that a fire at the football dorm had destroyed 20 books, said, "But the **real tragedy** was that 15 hadn't been colored in yet."

A few more dumb laws to add to your list: In Florida if an elephant is left tied to a parking meter, the parking fee has to be paid just as it would for a vehicle. And it's illegal to have sexual relations with a porcupine. Good to know.

And here's an addition to the preposterous lawsuit list: An inmate was **doing backflips** off a desk in his cell, which resulted in a fall and his subsequent paralysis. So he sued, claiming guards should have been watching him carefully because he had been diagnosed as depressed (although they said he seemed to be vigorous until he landed on his neck).

You might say he had a wild and clever mind. A pro boxer was convicted of sexually assaulting two girls after a judge rejected his claim that the girls were lying. He said that since 1983 he has suffered from a "wandering testicle" which tends to migrate into his abdomen when he has an erection. But he routinely contained it by fastening a rubber band around his scrotum (ouch!) every time he was preparing to have sex (including masturbation). Since neither of the girls ever mentioned the rubber band, they must be lying about the encounters, right? (That's what he said to the judge.) But he apparently repeatedly claimed a foggy memory about the past, confessing that he spent much of that time period intoxicated.

He paid a hit man $11,000 to kill two former associates and was convicted after the **"hit man"** turned out to be an undercover federal agent. Then he had the balls to petition a court in Boston to have the money returned to him, since the killings were never carried out.

A deputy sheriff and a law-enforcement intern busted a grower of 16 **marijuana** plants and possessor of 160 grams of dope and various drug paraphernalia. But in the middle of the raid they got bored with the whole thing, found a Scrabble game in the suspect's house and decided to have a go at a game of Scrabble. They were reprimanded for not acting professionally.

From our "Liver Quiverin' Drunks" Department: When it's your time to go, it's your time to go. A well-meaning woman tried to keep an intoxicated friend from driving, but despite her efforts, he drove off anyway and accidentally struck and killed her. Another intoxicated person was being held down by seven friends to keep him from driving drunk, but they **accidentally suffocated** him. And yet another sauced guy successfully had his keys taken from him. He needed to get to the other side of the highway and was killed while making the crossing. And here's the last one: He had previously been charged with reckless driving and was to appear in court for his trial. But on the way to the trial, he lost control of his car and was killed. The next round is on me.

And we leave you with this: There's an automated tavern in London where a **robot mixes drinks** perfectly and carries on recorded conversations to simulate a friendly bartender. Think I'll stick to the real thing.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 340 • OCTOBER 2001

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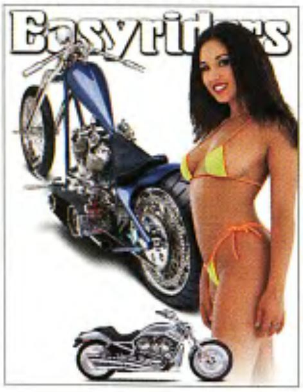

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V-Rod, courtesy Harley-Davidson. The zesty Zoë shot by Jan Hagglund. George Jupin's Choppers Inc. scoot shot by Mike Lichter. Special imaging by Daniel Ferguson.

The next liver-quiverin' issue goes on sale October 2, 2001. **Printed in the USA.**

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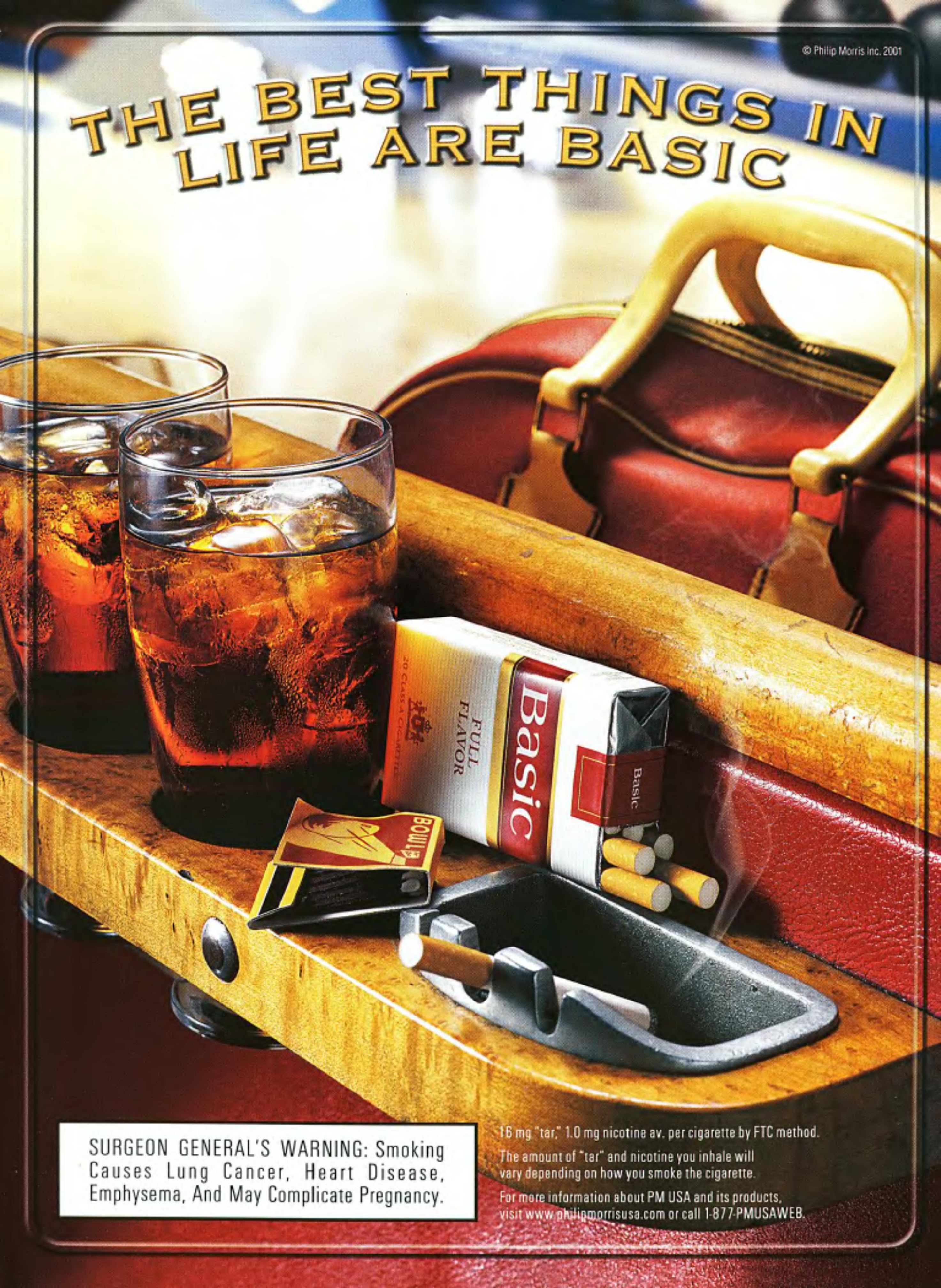
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WordMonger

Thanks

While thumbing through your "three decades" issue, I was proud to see my old Goose from the October '76 issue. It's been a quick 25 years.

Thanks for continuing to provide the best magazine of all for bikers, gals, tech tips, and humor. Let's all ride easy for another 25 or 30.

Al Atkinson
Redondo Beach, California

Biker Rag or Fashion Rag?

What the fuck? Is this the ultimate rag or a fashion magazine?

To "Confused in California" (June '01 issue): Have you ever heard "Let those who ride decide?" You wear what you choose and I'll do the same. Live and let live, bro!

Congrats on three decades. Here's hopin' the next 30 are as kickin' as the first.

View From Heaven
Bernville, Pennsylvania

Right Leg Extract

Here is a photo of my $30,000 shift linkage (it's titanium). It came out of my right leg after I was run down by a drunk bitch.

Wild Bill Skelton
Waxahachie, Texas

No Plastic, Please

First you guys picture plastic tits, now it's plastic lips (July issue). Can't you find real women?

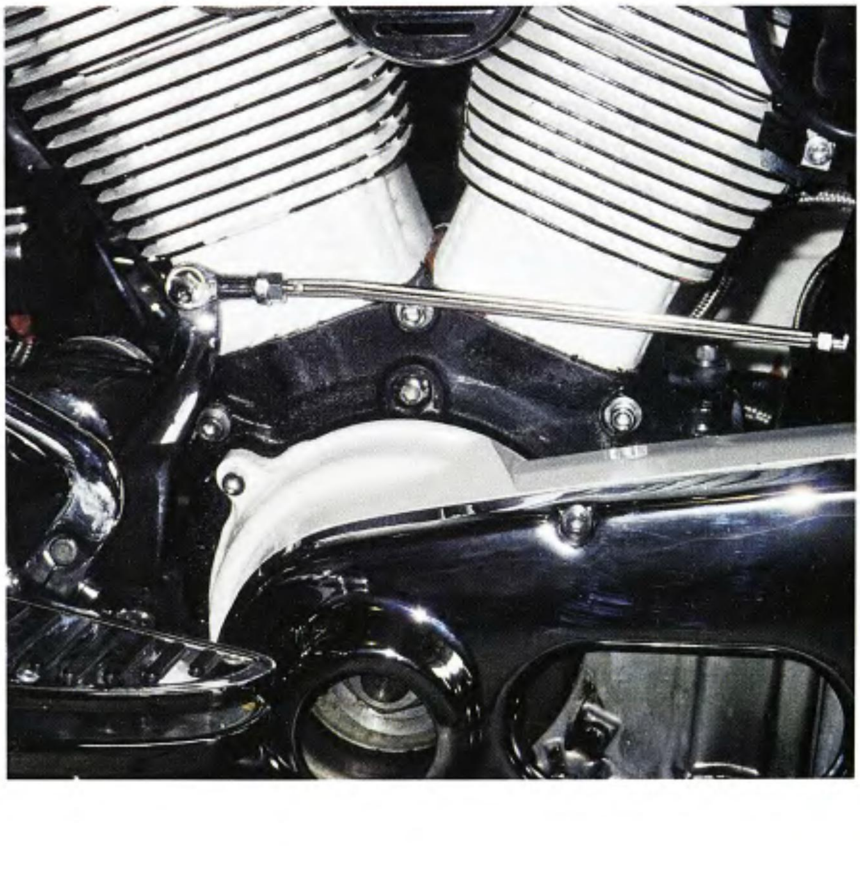
Also, I don't like that joke about G.W. Bush. Remember, he's on our side.

Ron Doenges
Churchville, Maryland

Those lips aren't plastic—they're made from real pig embryos. As for Bush, the only side he's on is the side his wallet's on. Wanna put things in proper perspective? Try imagining Bush having an intelligent conversation with Thomas Jefferson. 'Nuff said.

He'll Never Forget

I just read the May '01 issue. Jeff Nostrom's story "Memories" was something else. Jeff was worried about doing the story justice. Well, he did it one better than that. For some damn reason the letters were blurry in my issue.



Our boys and girls were spilling blood in foreign mud before I was born—my uncle included. He did Korea and Vietnam. 'Nam killed him, but it was a couple of years before his body found out. Whenever I meet a vet, I wonder if they shared the same soil.

Needless to say, I have a lot of love and respect for the men and women who were willing to sacrifice so much. Not just to ensure our freedom, but to ensure freedom for strangers in a foreign land. So I wanted Jeff, all those who served, the families of the ones we lost, and the families of the ones still missing to know that I'll never forget!

Charles Ciancanelli
Ontario, Oregon

A Correction

I would like to correct a letter written to the editor that was published in the April 2001 issue. While the opening ceremonies of the 2000 Helmet Roast were truly moving and inspirational, *Amazing Grace* was sung and performed by Joey Radovic, lead guitar player of The Funky Fish Band. He is very much a man, a biker, and NOT a "young lady" as the letter stated. It's understandable how such a case of mistaken identity could be made; there were some pretty big, burly, misty-eyed people in the crowd!

The man who wrote that letter said he was "hooked." Well, he'll have another opportunity to get hooked on The Funky Fish Band in 2001. The band's performance left such a strong impression on all who attended Helmet Roast 2000 that they'll be appearing as the headlining band at this year's South Suburban ABATE Helmet Roast. Way to go, amazing Funky Fish Band!

Theresa Grow
Warrenville, Illinois.

Think Twice

Since it was Big Ted's decision to offer advice to the biker world after detailing his screwed-up priorities ("Dream Bike No Longer A Dream", May 2001), I'd like to point out a few things.

Big Ted, you say you still act like a teenager. Let me set you straight. You're a 42-year-old, chrome-plated example of what a biker (or any man) shouldn't be. If getting hitched meant giving up your first Hog, that was your decision so don't go whining to the fraternity about it. If your truck had been insured, it would've been replaced after you totaled it, and you still could've bought a bike. You say you got into some tax trouble, which cost you your next chance to own a bike. Well, $27,000 is a whole lotta tax trouble which suggests that you should've asked for some help with your math or you've got a real poor memory come tax time.

Instead of learning from your mistakes and getting your priorities in order, you traded your ol' lady and your kids for a new 2001 Dyna Super Glide. Hey, numbskull, maybe your ol' lady wasn't any prize, but it was your decision to marry her, and once you had kids together, getting a brand new scoot right away should have been a little less of a priority. With your demonstrated family values, my guess is that your kids are better off without you around to screw up their lives.

You might think twice before sending another crybaby letter to a brotherhood that includes more than a few bikers who put their kids first (regardless of the cost) and whose tax dollars are now helping to support the kids you abandoned just so you can ride your new scoot.

Eric "Sacto" Sakach
Orangevale, California

Getting Back To Basics

About your article in the May issue entitled "Night Train to Las Vegas," want some cheese with that WHINE! "My face is pulled out of shape and I can't hear, and I have to stop to get the feeling back in my gluteus maximus (ass)."—"Riding it for more than two hours is almost unbearable."—"My kingdom for a windshield." What kind of lightweight-no-butt time, I-need-to-stop-and-take-a-piss kind of sniveling crap is this? Get the fuck out of a good rag. So your ass goes numb. Good, then it won't hurt anymore. Pulled your face out of shape—maybe you recall the term "having your face in the wind." As for going deaf, hell that's an asset. Impaired hearing makes it possible not to hear the bitch or ol' lady sniveling that she has to stop and take a piss.

Some of us still remember the old days and still ride the old ways. So Tripper, I think it's time to get back to basics and clear the fog and smog from the spiderweb-crammed recesses of your lost mind and soul. Riding a Night Train is just getting back to basics. Some of us still crave the old days. Because then the music was in your head, not out of the CD player.

Still in the wind and listening to the song.

Chico
Corpus Christi, Texas

We drug our "bike tester" behind a leaking knucklehead through a sea of cactus and broken glass to toughen him up.

DONNY LOOS BUILDS A CAPITOL CUSTOM

DCC's Springer Surprise

When Donny Loos traveled to Ohio for the Columbus 2001 Easyriders Bike Show, he should have brought an extra suitcase. On his way back to his shop, Don's Custom Cycle, in Miamitown, Ohio, he had to lug home: first, second, and third Best of Show and first in Spectator Class trophies. That's a clean sweep, slam dunk, hat trick all rolled up into one and puts him way up the Master Builder food chain.

Open since Christmas of 1986 and serving the Tri-State area from their Cincinnati-area location, DCC handles about everything from vintage restorations to insurance repairs to full-bore custom bikes. DCC is a family business. Wrenching side by side with Donny is his father Donald with a background in custom cars. It was Donny who convinced his dad to trade in four wheels for two. In fact a bike Donny built for his father won the *Easyriders'* VQ Bike of the Year Award in '98.

Donny himself was a member of Top Fuel car teams for several years prior to getting into bikes. In addition, his mom, Rita, handles the counter and stocking responsibilities. Personal dedication and pride in their product runs deep as a result.

When we caught up with Donny he was busy working on four ground-up Softail custom projects. Asked what goal he had in mind when he made the switch from his rigid panhead featured in the Easyriders 2000 Calendar, and now in the hands of a happy Colorado rider, Donny says, "I wanted something different going in. And I'd never built a springer before. My panhead was 20 inches over and real long, but this time I wanted something a bit less radical, a clean low variation on the Softail theme but with a mix-and-match personality to keep it interesting. It was based around the Daytec frame which I find I'm using in 85% of the bikes we build.

"With this bike, the biggest challenge was fabricating the exhaust system. Bending the rear pipe that comes out and bends around the seat post, now that took some effort along with the handmade hand shifter. And as far as the comfort level, relative to my pan which I rode quite a bit and enjoy, this bike's got more of a Cadillac ride."

While DCC has a tendency to consider the S&S 113-inch big block their standard motor, this bike features S&S cases with all factory Harley-Davidson internals, topped off with Patrick Racing big bore heads. The motor is tuned to perfection on DCC's Dynojet 150 Dynamometer used to create DCC's high-performance Evo and Twin Cam engines.

You'll notice the super sanitary treatment for the handlebars, thanks to the incorporation of a foot clutch and hand shifter. The hydraulic foot clutch is a special piece from Excel with a number of special pieces, the second such unit Excel has created for Donny. "Riding the bike takes a bit of an education, but its unique look and clean appearance does well in the shows."

Donny sprayed the bike himself, opting for a deep, deep Jet Set black. "It's House of Kolor urethane that's supposed to be the blackest pigment you can buy."

Asked about trends in fat-tire treatment, he says, "I've yet to build a 240-tire bike since a lot of guys shy away because of the rideability factor. I've got four ground-ups going, one with a stock tire and three with 200s, the size of choice for all round custom riding. The majority of my ground-ups are custom Softails designed with mild sheetmetal work that helps the price stay within the $22-30,000 comfort range."

If you're looking to hook up with Mr. Loos for a custom with a pedigree, then give Donny a call at (513) 353-1446 or check out DCC's Web site at www.donscustomcycle.com where you'll get a look at several projects in the works as well as a tasty selection of customs already completed and looking for good homes. *—Paul Garson*

Owner: ....Donny Loos
City: ....Miamitown, Ohio

General

Designer: ....Donny Loos/ Don's Custom Cycles

General

Fabrication: ....DCC
Year and make: ....2001 Chopper
Model: ....springer
Assembly: ....DCC
Time: ....3 months
Chroming: ....Brown's Plating

Engine

Year: 2001
Model: ....Evo
Rebuilder: ....DCC
Ignition: ....Dyna
Displacement: ....88 cubic inches
Lower end: ....Harley-Davidson
Balancing: ......Precision Balancing
Pistons: ....J & E
Heads: ....Patrick Racing
Cam: ....Power House
Lifters: ....S&S
Carb(s): ....S&S E
Air cleaner: ....S&S
Pipes: ....DCC shotgun duals
Mufflers: ....none

Transmission

Year: 2001
Modifications: ....JIMS Pro Cut; foot clutch
Shifting: ....hand-shifter
Engine sprocket: 25-tooth
Trans sprocket: 32-tooth
Wheel sprocket: 70-tooth

Painting

Molding: ....DCC
Painter: ....DCC
Color/Type: .... Jet Set black
Type: ....House of Kolor
Special paint: ....Armstrong Design

Frame

Year: 2001
Builder: ....Daytec
Type: .... softail-style
Rake: ....35 degrees
Stretch: ....2 inches
Shocks: ....Progressive Suspension
Modifications: ....welded and molded struts

Accessories

Bars: ....K&N
Handlebar controls: ....some
Headlight: ....Küryakyn
Taillight: ....Slimline
Front pegs: ....Excel
Rear peg: ....Excel
Electrics: ....DCC
Gas tank: ....D&D
Oil tank: ....S&S
Oil system: ..Custom Chrome, Inc.
Primary cover: ....Ness
Seat: ....Danny Gray/DCC
Grips: ....Excel/DCC

Forks

Type: ....springer
Extension: ....3 inches over
Builder: ....Paughco
Special Features: ......internal stops

Wheels

Front

Size: 21-inch
Hub: ....RC Components
Rim width: ....2.5 inches
Tire: ....Avon Venom X

Rear

Size: 16-inch
Rim width: ....5 inches
Tire: ....Avon Venom X
Brake: ....RC Components
Photos: ....Michael Farabaugh

How do you define freedom?

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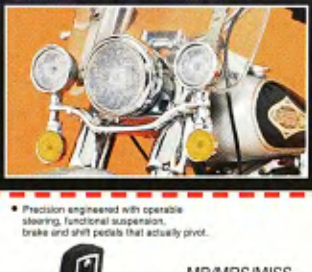

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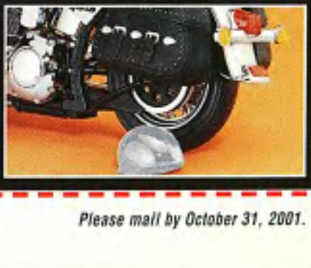

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Please mail by October 31, 2001.

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PLEASE PRINT CLEARLY.

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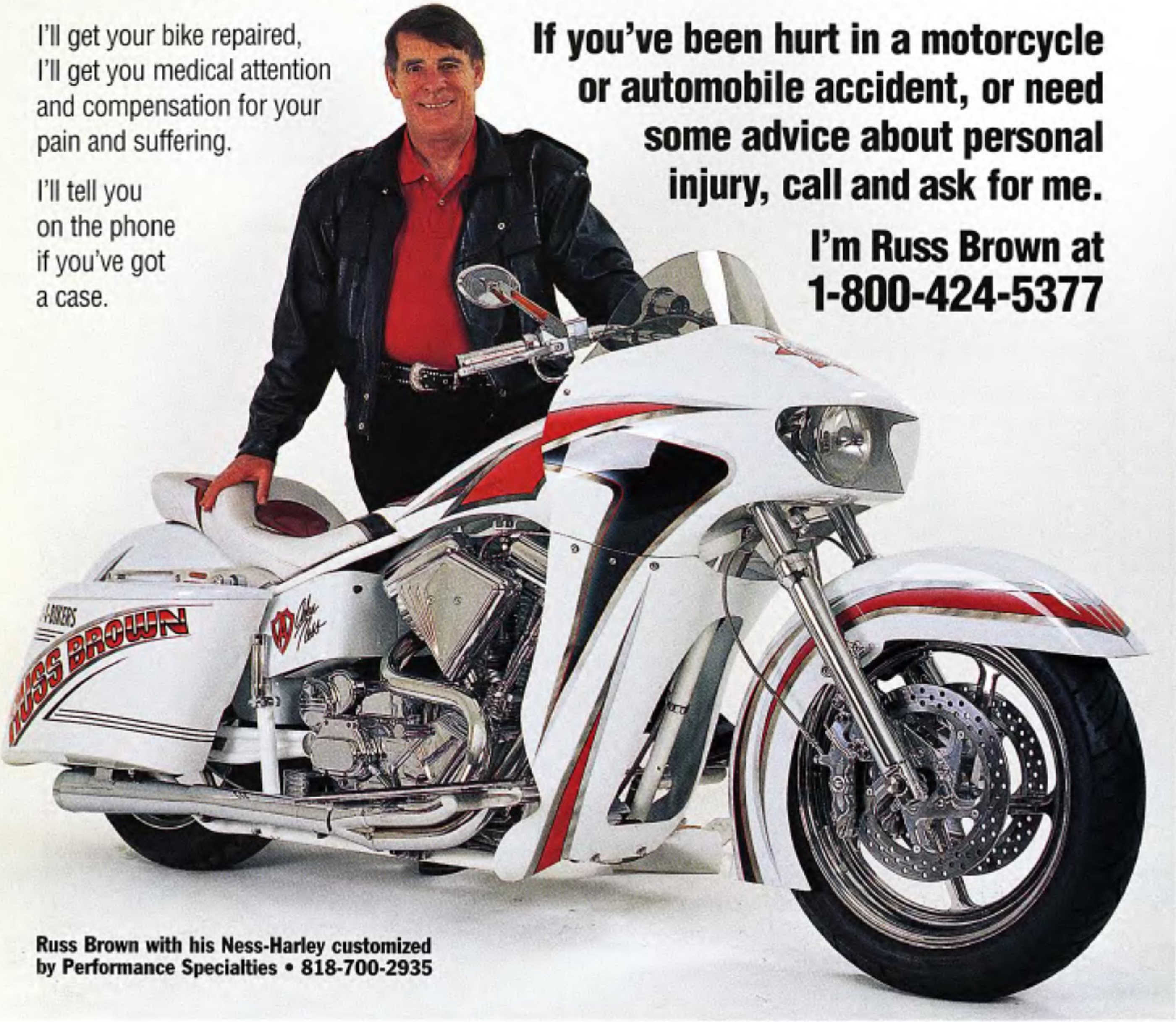
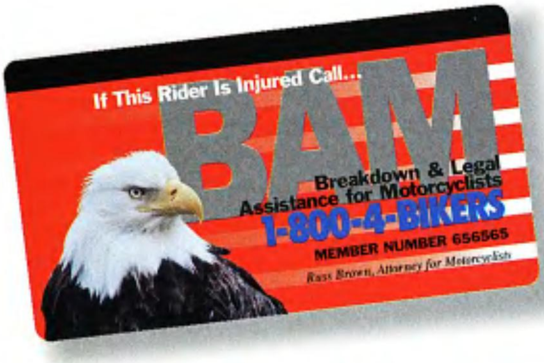
I'm Russ Brown at 1-800-424-5377



Russ Brown with his Ness-Harley customized by Performance Specialties • 818-700-2935



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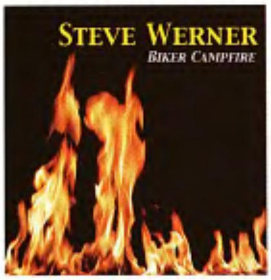
Steve Werner *Biker Campfire*



The open road, your bike humming underneath you and a campfire at the end of the day. What more could you ask for? The fun, the people, the parties and the siren song of freedom are the things that American biker-folksinger Steve Werner sings about on his new CD, *Biker Campfire*.

If you've ever checked out the *Easyriders* video magazine you've seen and heard Steve "Beatnik" Werner. You've dug his antics in comedy segments and his memorable music videos like *Red Harley-Davidson, Giant Thing, The Zoo, King of Main Street, Hey Old Friend* and *Sturgis Tango*.

This album is acoustic folk music in the grand ol' tradition of Woody Guthrie and Ramblin' Jack Eliott but updated with a genuine biker attitude, and a wicked sense of humor to boot. It's powerful music about the biker life played with heart and guts. To order your copy, send check or money order for $15 plus $2 shipping and handling to: Steve Werner, P.O. Box 221, Agoura Hills, CA 91376 or visit the little bastard on the World Weird Web at: www.stevewernermusic.com

Rolling Thunder Springer Front End

This Springer front end from Rolling Thunder steps up to the next level in design and performance. The fork tubes are made from seamless drawn-over mandrel tubing for a combination of smooth finish and strength. All the welds are polished, filled with copper, then triple plated to completely disappear. All other components are CNC-machined from billet steel and hollowed-out underneath to reduce overall weight. The bolts on the trees, rockers and axle are made from heat-treated stainless steel. They are polished and flush mounted for a smooth, modern look. The kicker is the rebuildable oil and piston-driven gas shocks that are used inside the fork springs to dampen the ride. The 4-inch over forks are shipped assembled, ready to install, and are available through your Chrome Specialties dealer. Call (800) 811-8904 for the address of a dealer in your area, or log on to www.jammerclub.com.

PM Forged Hustler Wheels

The PM Forged Hustler is a complete departure from previous wheel designs. This new wheel features a spoke shape and design that flows from the hub like molten aluminum. Each spar then splits into a graceful arc before blending with the outer rim in a perfect synergy of style and strength. The depth and detail of each machined spoke is unrivaled in the custom wheel industry. PM Forged Hustlers are available polished or chrome plated in a size to fit your bike. Complete the package with a selection of design-matched discs, pulleys and sprockets

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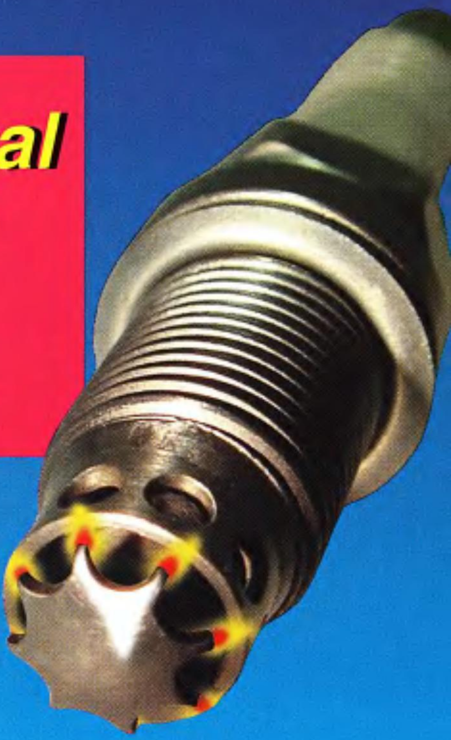

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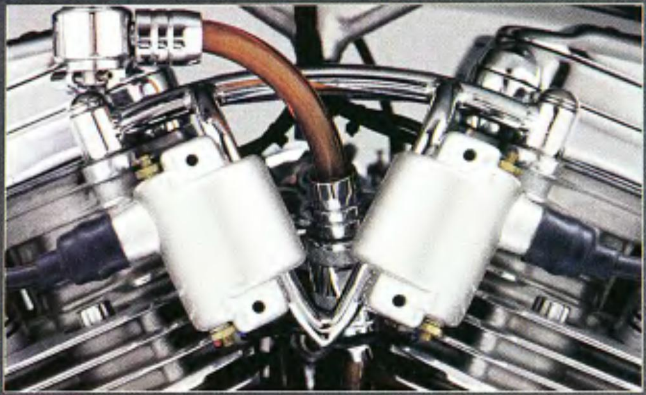
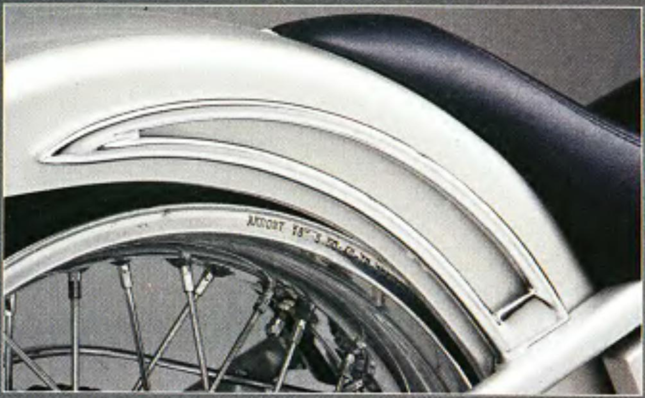
Champagne Shine

Building a world-class hardtail requires a lot of talent, vision, and money, and as you can see here, Reece Good knows what hard-core riding is all about.

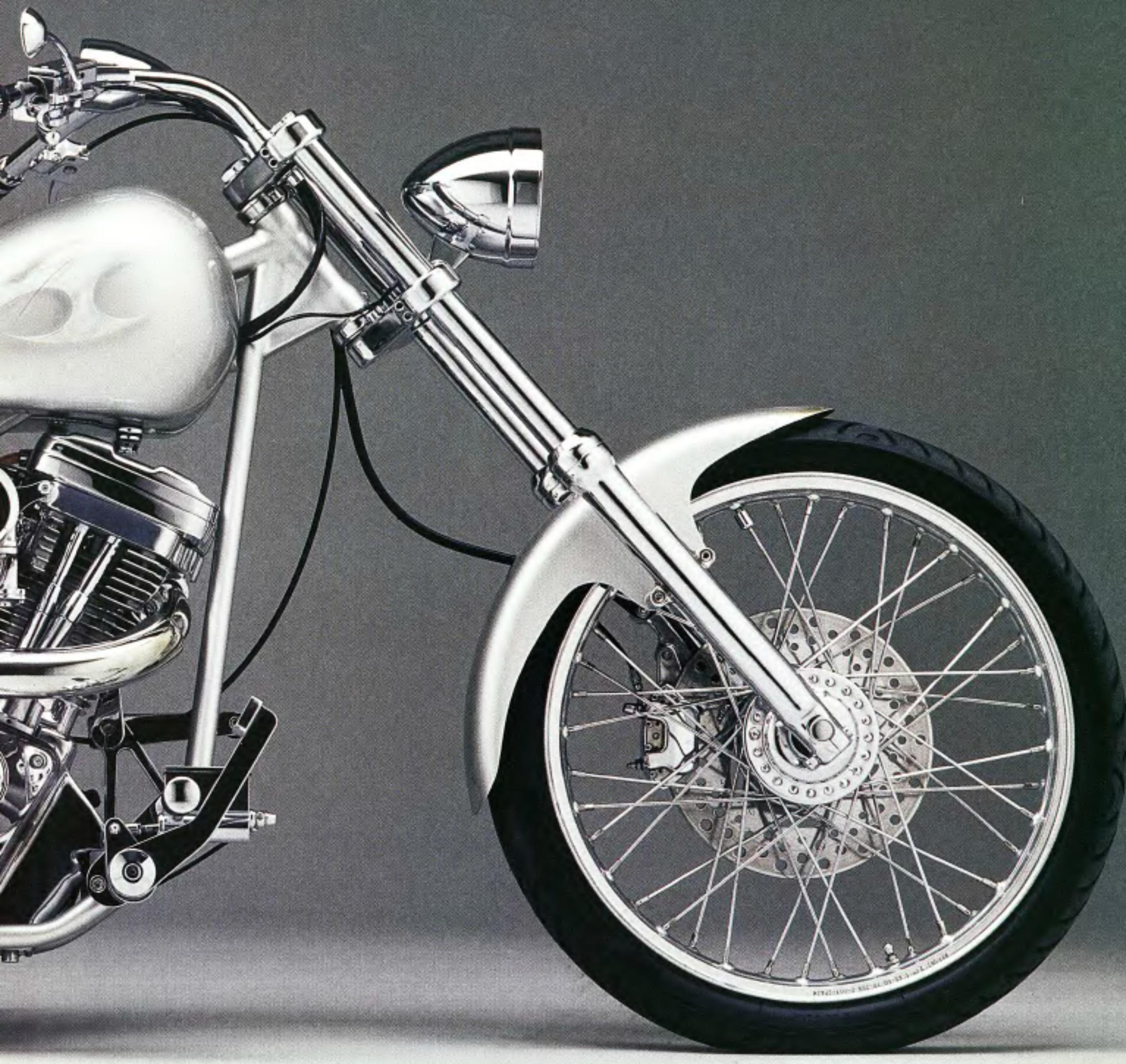




He has matched the best elements of rigid-frame design with a sleek, flowing symmetry to build this example of blended styling cues (whatever that means)—showing us that a good fabricator can make the impossible a reality.

One of his early bikes was a leg-breaking, magneto-fired Triumph. Back in those days, Reece worked for a chrome shop and moonlighted around the metalworking tools of the trade to satisfy his nocturnal tinkerings. This led to hand-forming every imaginable bike part and lots of special sheetmetal. Eventually, ground-up custom bike building became a lucrative outlet for his creative talents. Three years ago, Reece began building bikes in Gardner, Kansas, at his own custom shop, Ultra Craft; (913) 856-6359.

Inspiration for some of Reece's pieces is often found in an unlikely place. "Sometimes, it's what you find in the scrap bin that makes something unique." While sorting through the scrap for just the right leftover chunk of tubing, Reece formulated the design for these fender struts. On a different trip to the bin, the chain guard idea just jumped out at him. The sum total of his scrap-built goodies is displayed here in this shining, champagne one-off wonder. Rolling out flat sheet steel on the English wheel—forming his own tanks and fenders is a necessary evil



that always rewards "our top-notch fab-guy" with the guarantee of a one-of-a-kind outcome. Reece is often heard to say, "Simple is good." A testament to the uncluttered lines and super-clean look of Champagne Shine.

This project was to be Reece's own fine ride when this began, and he had a spit-sputtering new shovelhead all rarin' to go in, when Chris Reed walked through and spoiled all of his plans. Everything was fabbed up and ready for paint or chrome, making Chris' arrival right on time to get the greatest availability of open options. Chris persuaded Reece to procure a Paul Penner-built, 80-inch Evo; the champagne glow coat was meticulously selected and from there...it was on.

Nearly one year ago, Reece was found in a ditch next to a dark Kansas highway after broadsiding an 11-point buck with his own sled. "People say bikes are dangerous, but when your card is picked, it doesn't matter what you're doing, you're going down." Reece is still recuperating from the crash, but we're all hoping to see him up on two wheels again real soon. He made it through and is still building some wonderful bikes. Reece has a lot to celebrate. Here's a toast to his latest high-class hardtail; the silver-lined Champagne Shine.

—Jeff Moore

Owners: ..Chris and Michelle Reed
City:......................Gardner, Kansas

General
Fabrication: ....Ultra Craft
Year/make: ....2000 custom
Model: ....hardtail
Assembly: ....Ultra Craft
Time:..............................12 months
Chroming: ......Performance Plating

Engine
Year:..1999
Model: ....Evo
Rebuilder:....................Paul Penner
Ignition:........................Compu-Fire
Displacement:........80 cubic inches
Lower end: ....Harley-Davidson
Balancing: ....Harley-Davidson
Pistons: ....K-B
Cases: ....Delkron
Heads:..................Harley-Davidson
Cam: ....Andrews
Lifters: ....JIMS
Carb: ....S&S
Pipes: ....Ultra Craft

Transmission
Year:..1976
Modifications: ....chromed
Shifting: 4-speed
Engine sprocket:.......................BDL
Trans sprocket: 24-tooth
Wheel sprocket: 48-tooth

Painting
Molding:..........Custom Innovations
Painter: ....Scott Thomas
Color:..................champagne silver
Special paint: ....Earth Tone Graphics

Frame
Year:..1995
Builder: ....Santee
Type: ....rigid
Rake: ....35 degrees
Stretch: ....1 1/2 inches up
Other Alterations:............smoothed

Accessories
Bars: ....Ultra Craft
Risers: ....Ultra Craft
Handlebar controls: ....JayBrake/ Ultra Craft
Headlight:......................Headwinds
Taillight: ....Ultra Craft
Speedo:..........................Ultra Craft
Front pegs: ....JayBrake
Electrics: ....Ultra Craft
Gas tank:.......................Ultra Craft
Oil tank:.........................Ultra Craft
Oil system: ....Ultra Craft
Primary cover:......Harley-Davidson
Seat: ....Danny Gray
Mirror: ....Ultra Craft
Grips: ....JayBrake

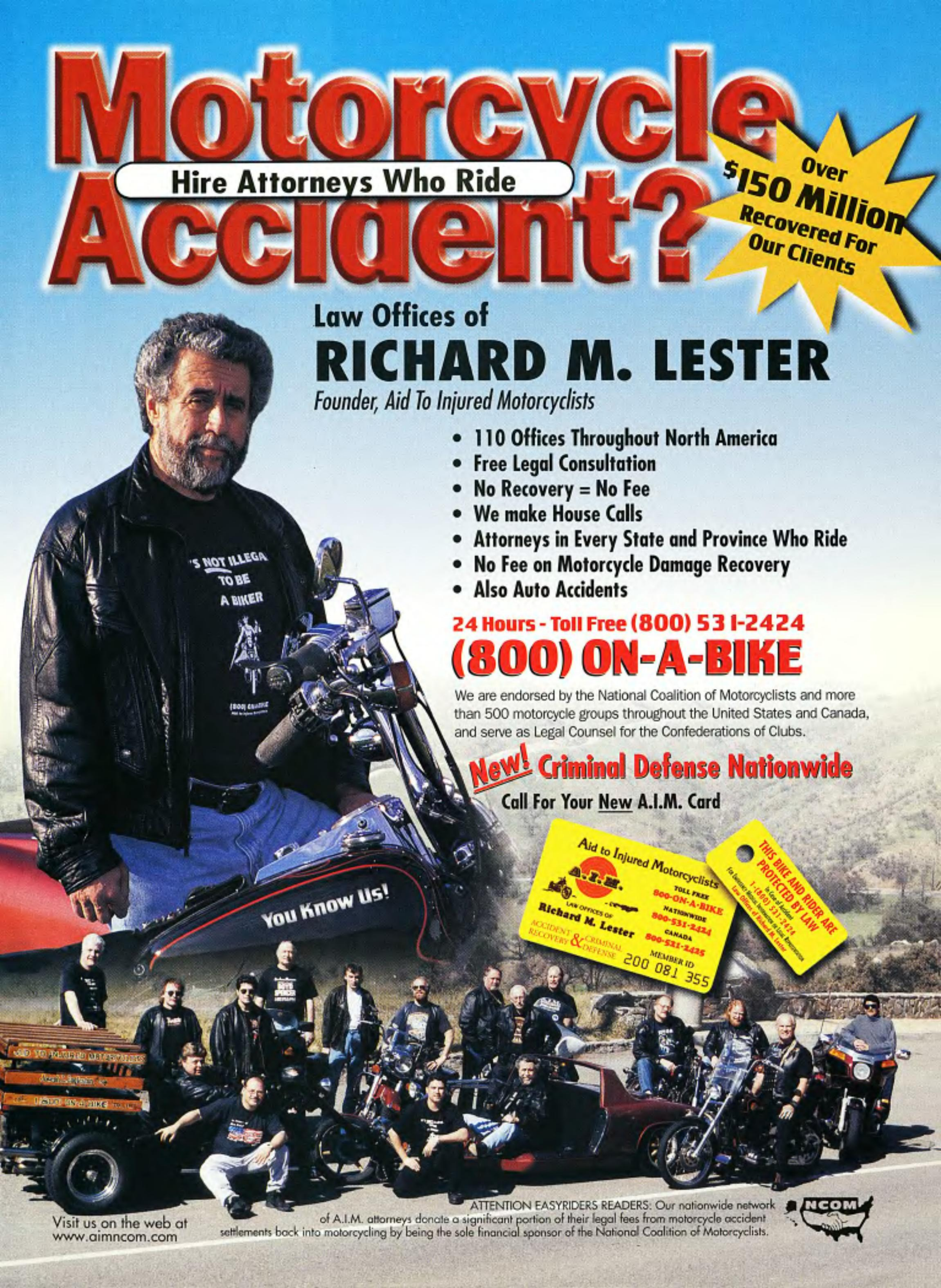
Front end
Type:....................Mid Glide, 39mm
Extension:..........................2 inches
Builder: ....Harley-Davidson
Special features: ......3-degree rake

Wheels

Front
Size: ....21 inches
Hub:..........Harley-Davidson/Akront
Rim width: ....1.85 inches
Tire: ....Avon
Brake: ....GMA

Rear
Size: ....18 inches
Hub:..........Harley-Davidson/Akront
Rim width: ....5.5 inches
Tire: ....Avon
Brake: ....RC Components

Photos: ....Michael Lichter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Happenings

ALABAMA
Toys for Tots Run
Place: Colonial Mall, Decatur
Date: Nov. 11
Info: (888) 800-2812

ARIZONA
Octoberfest 2001
Place: MMA in Page
Date: Oct. 5-7
ccanders@srpnet.com

3rd Annual Jerome Bike Jamboree
Place: Gold King Mine
Date: Oct. 5-7
Info: (520) 649-1632

Annual Lost Dutchman Poker Run
Place: Chosa's, Mesa
Date: Oct. 7
Info: (480) 894-0404

21 or Bust Blackjack Shootout
Place: Florence
Date: Oct. 14
Info: (480) 759-2218

So. Arizona Biker Rodeo
Place: Southern Arizona Harley Riders
Date: Oct. 19-21
Info: (520) 378-4494

Ride For Kids 2001
Place: Boeing Co., Mesa
Date: Oct. 21
Info: (800) 253-6530
www.ride4kids.org

ARKANSAS
Bikes, Blues & BBQ
Place: Fayetteville
Date: Sept. 28-29
Info: (501) 527-0300

CALIFORNIA
ABATE Rendevous
Place: Porterville
Date: Oct. 5-7
Info: (661) 252-0515

American Heat M/C and Hot Rod Weekend
Place: Palm Springs
Date: Oct. 12-14
Info: (800) 200-4557

Side Car Rally
Place: Griffith Park, Los Angeles
Date: Oct. 20-21
Info: (818) 780-5542
www.sidestrider.com

9th Annual Top Hatters Halloween Poker Run
Place: Whiskey Creek Saloon, Hollister
Date: Oct. 26
Info: (831) 636-0880

DELAWARE
Swap Meet
Place: ABATE Sussex County
Date: Sept. 30
Info: (302) 731-0455

Shrimp Feast/Poker Run
Place: ABATE Kent Co.
Date: Oct. 21
Info: (302) 731-0455

FLORIDA
Spooks 'n' Scoots
Place: Sertoma Youth Ranch, Brooksville
Date: Oct. 12-14
Info: (813) 626-0589

Biketoberfest
Place: Daytona
Date: Oct. 18-21
Info: (800) 854-1234
www.biketoberfest.org

GEORGIA
Swap Meet/Bike Show
Place: Atlanta
Date: Nov. 4
Info: (404) 294-8900

IDAHO
Fall Fun Run
Place: Vets Park, Boise
Date: Oct. 7
Info: (208) 939-4415

Halloween Party
Place: Kootenai Chapter
Date: Oct. 28
Info: (208) 667-4050

ILLINOIS
M/C Parts Extravaganza
Place: Will County Fairgrounds, Peotone
Date: Oct. 7
Info: (319) 462-6011

Brothers of Grundy Bike Raffle and Halloween Party
Place: VFW, Morris
Date: Oct. 20
Info: (815) 634-4474

14th Annual Toy Run
Place: Springfield
Date: Oct. 21
Info: (217) 544-7954

Iron Sleds MC Halloween Party
Place: Nilwood
Date: Oct. 27
Info: (217) 544-7954

INDIANA
In The Wind Mem. Ride
Place: ABATE Region 8
Date: Sept. 30
Info: (812) 437-4407

Chili Fest
Place: ABATE Reg. 11, Morgan Co.
Date: Oct. 5-6
Info: (317) 784-2469

Toy Run
Place: ABATE Region 12
Date: Oct. 13
Info: (812) 238-1750

IOWA
Fall Night Poker Run
Place: ABATE 6
Date: Oct. 2
Info: (402) 453-5987

KANSAS
Toy Run
Place: Concordia
Info: (785) 243-9991

KENTUCKY
Green River Cow Days
Place: Greensburg
Date: Sept. 15
Info: (270) 932-3222

Poker Run/Field Meet
Place: Heartland Dist. KMA/KBA
Date: Sept. 15
Info: (270) 828-8051

Ham Days Brkfast Run
Place: Bardstown District KMA/KBA
Date: Sept. 22
Info: (502) 349-1994

Cystic Fybrosis Run
Place: K.C. Louisville
Date: Sept. 31
Info: (502) 966-2619

Halloween Party
Place: Northern District KMA/KBA
Date: Oct. 5
Info: (859) 356-3519

Toy Run
Place: Bardstown District KMA/KBA
Date: Oct. 13
Info: (502) 349-1994

Lincoln Days Parade
Place: Hogtown District KMA/KBA
Date: Oct. 13
Info: (502) 358-8373

Toy Drop and Poker Run
Place: Hogtown Chapter KMA/KBA
Date: Oct. 20
Info: (502) 358-8373

Toy Run
Place: Twin Lakes Chapter, Leichfield
Date: Oct. 21
Info: (270) 879-6333

Green River Toy Run
Place: Green River Chapter KMA/KBA
Date: Oct. 27
Info: (270) 932-3222

LOUISIANA
Steel Pony Express IV
Place: Zephyr Field, New Orleans
Date: Nov. 2-4
Info: (877) 991-RIDE

MARYLAND
2nd Annual Bull Roast
Place: Glen Burnie
Date: Sept. 23
Info: (410) 766-6497

Halloween Poker Run
Place: ABATE Carroll
Date: Oct. 28
Info: (410) 239-4102

MASSACHUSETTS
Freedom Choice Benefit
Place: Hard Rock Cafe, Boston
Info: (780) 848-8342

MICHIGAN
Un-named Run
Place: Hell
Date: Sept. 23
Info: (734) 481-1452

8th Annual Toy Run
Place: Muskegon
Date: Oct. 6
Info: (231) 689-0774

Fall Color Tour
Place: ABATE Region 20
Date: Oct. 13
Info: (810) 233-4237

Annual Halloween Party
Place: ABATE Region 11
Date: Oct. 27
Info: (810) 949-7146

MISSISSIPPI
ABATE Field Meet and State Party
Place: Montecillo
Date: Sept. 28-30
Info: (610) 587-0695

MISSOURI
Fall Poker Run
Place: Knob Noster
Date: Sept. 23
Info: (660) 747-8825

Octoberfest
Place: Lone Jack
Date: Sept. 29-30
Info: (816) 761-5295

Show & Swap Meet
Place: Forsyth
Date: Sept. 30
Info: (417) 334-0775

NEBRASKA
Fall Night Poker Run
Place: ABATE 6
Date: Oct. 2
Info: (402) 397-1583

NEVADA
Cathouse Poker Run
Place: Reno
Date: Sept. 22
Info: (775) 425-0200

Street Vibrations
Place: Reno
Date: Sept. 19-23
Info: (775) 329-7469, (800) 200-4557

NEW HAMPSHIRE
19th Annual Toys for Tots Charity M/C Ride
Place: NHDOT, Concord
Date: Sept. 16
Info: (603) 437-9464

March of Dimes-Bikers for Babies Poker Run
Place: Heritage Harley-Davidson, Concord
Date: Sept. 23
Info: (800) 287-0317

NEW JERSEY
Gathering of the Tribes
Place: Mt. Holly
Date: Sept. 15
Info: (215) 234-8611

4th Run to the Sun
Place: Seaside Heights
Date: Sept. 22-23
Info: (732) 736-8675

NEW MEXICO
Golden Aspen M/C Rally
Place: Ruidoso
Date: Sept. 19-23
Info: (800) 452-8045

NEW YORK

Poker Run HAMC
Place: Long Island
Date: Sept. 16

2nd Annual Bikers for Bones Bike Show and Swap Meet
Place: New York State Fairgrounds, Syracuse
Date: Sept. 22-23

11th Annual Charity Poker Run, Rally and Pig Roast
Place: Maroney's H-D, Newburgh
Date: Sept. 23
Info: (800) EAP-2799

Octoberfest 2001
Place: Low Riders MC, Staten Island
Date: Oct. 6
Info: (718) 317-1999
(718) 948-8818

OHIO

Ride for Life Scavenger Hunt
Place: Mantua
Date: Sept. 16
Info: (330) 429-7830

Annual Charity Run
Place: Jefferson
Date: Sept. 22
Info: (440) 576-1275

ABATE Poker Run
Place: Flicker Inn, Dent
Date: Sept. 29
Info: (513) 941-5356

Covered Bridge Run
Place: Harpersfield
Date: Oct. 13
Info: (440) 576-1275

Pre-Hill Climb Breakfast & Membership Drive
Place: Aces & Eights H-D, Mason
Date: Oct. 14
Info: (513) 934-3896

OKLAHOMA

Benefit Run
Place: ABATE of COD
Date: Sept. 23
Info: (405) 936-RIDE

ABATE State Party and Swap Meet
Place: Harrah
Date: Sept. 28-30
Info: (405) 672-1008

Toy Run
Place: El Reno
Date: Oct. 20
Info: (405) 262-5645

Halloween Party
Place: Central ABATE
Date: Oct. 27
Info: (405) 936-7433

OREGON

Show-N-Shine
Place: Coos Bay
Date: Sept. 16
Info: (541) 888-8081

Fall Swap Meet
Place: ABATE
Date: Sept. 23
Info: (503) 285-4329

PENNSYLVANIA

AHDRA Drag Race
Place: Maple Grove
Date: Sept. 29-30
Info: (336) 924-2095

SOUTH CAROLINA

Red Cross Run
Place: Greer
Date: Sept. 14-16
Info: (864) 583-8000

TENNESSEE

Trail of Tears Ride
Place: Chattanooga
Date: Sept. 15
Info: (256) 259-2509

Canoe Poker Run
Place: Dickson
Date: Sept. 15
Info: (615) 907-0304

Weasels Booze Cruise
Place: Bikini Bch Bar, Nashville
Date: Sept. 28-30
Info: (615) 831-1370

Collierville Weekend Bash
Place: Collierville
Date: Sept. 28-30
Info: (901) 737-9757

Harpeth River Event
Place: Cheatham Cnty
Date: Sept. 29
Info: (615) 907-0304

Legislative Poker Run
Place: Nashville
Date: Oct. 6
Info: (615) 907-0304

Sumner Poker Run
Place: Gallatin
Date: Oct. 13
Info: (615) 907-0304

Toy Run
Place: CMT/ABATE Southwest /Lexington
Date: Oct. 14
Info: (615) 907-0304

Smoky Mountain Poker Run
Place: Knoxville
Date: Oct. 21
Info: (615) 907-0304

2nd Harvest Food Run
Place: Nashville
Date: Oct. 21
Info: (615) 907-0304

Halloween Party
Place: Nashville
Date: Oct. 27
Info: (615) 907-0304

TEXAS

Scavenger Hunt
Place: Axtell
Date: Sept. 14-16
Info: (800) 373-8930

Bike Rally
Place: Live Oak Resort
Date: Sept. 14-16
Info: (936) 878-2216

Gryphons MC Chili Cook Off
Place: Waxahachie
Date: Oct. 13
Info: (972) 732-3434

BOO Run for Kids
Place: Jefferson
Date: Nov. 3
Info: (903) 935-6005

UTAH

3rd Anniversary Party
Place: Easyriders SLC
Date: Sept. 15
Info: (801) 994-7888

Bike Show & Rodeo
Place: Salt Lake
Date: Sept. 29-30
Info: (801) 265-9889

Halloween Party
Place: Salt Lake ABATE
Date: Oct. 27
Info: (801) 973-0825

Halloween Party
Place: Davis ABATE
Date: Oct. 27
Info: (801) 973-0825

WASHINGTON

Oyster Run
Date: Sept. 30
Place: Everett/Anacortes
Info: (360) 293-3832

WISCONSIN

HOG Home Run
Place: Milwaukee
Date: Aug. 30-Sept. 1
Info: (800) CLUBHOG

CANADA

Halloween Dance
Place: Toronto
Date: Oct. 20
Info: (905) 720-0203

To have your event listed, get the info to us at least 4 months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-1252; www.easyriders.com

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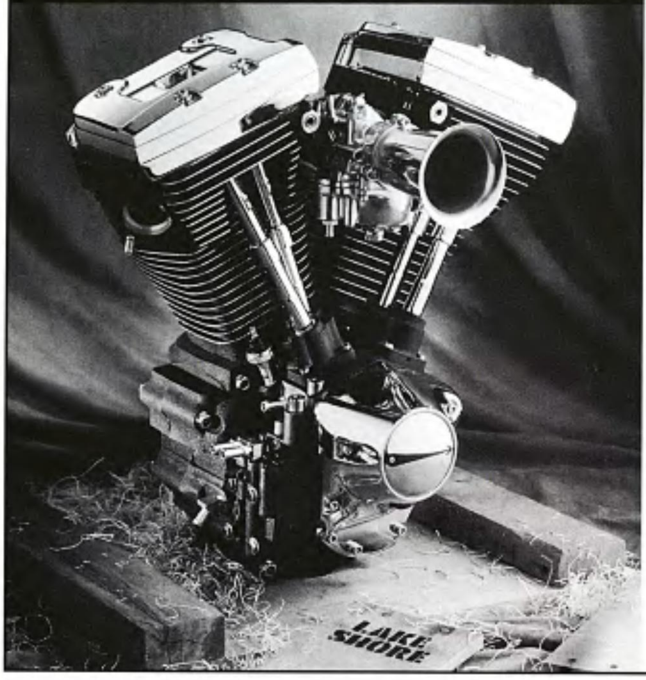

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EXCLUSIVE – WATER COOLED HARLEY

Harley's new 2002 V-Rod

Cutaway of the new Revolution motor.

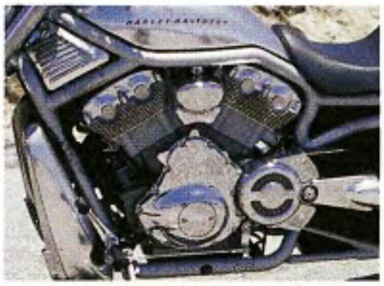
As Harley-Davidson's press release says, "It's time to challenge the senses and the status quo." The new VRSCA "V-Rod" is here, poised to trounce all previous conceptions of what a Harley is all about.

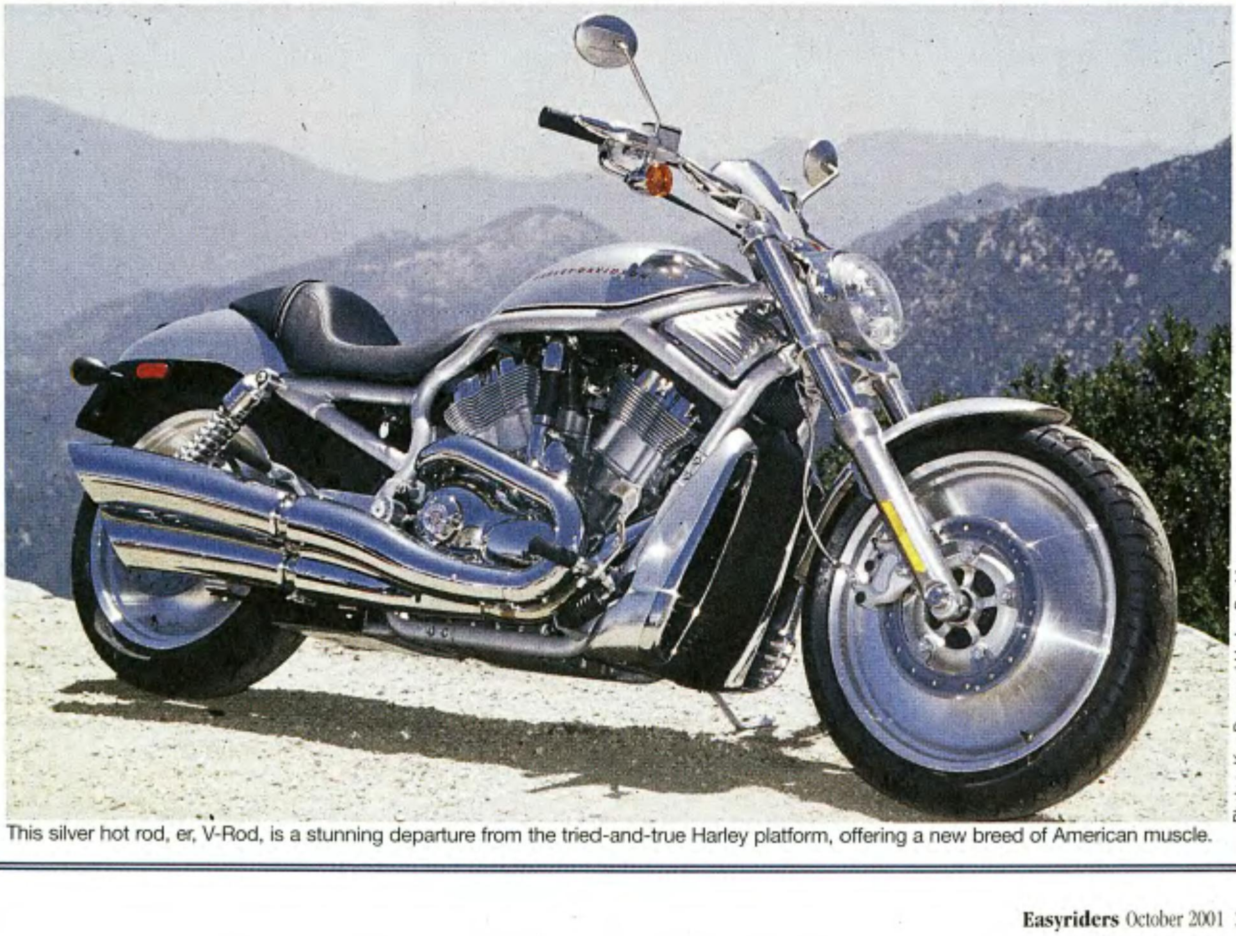
The V-Rod's "Revolution" motor combines liquid-cooling, 60-degree geometry and dual overhead cams inspired by the VR1000 Superbike race program. The Revolution motor spins its one-piece forged crankshaft with side-by-side rods featuring automotive-style full pressure bearing journals. Displacing 1130cc, the Revolution pounds out an impressive 115-horse power at 8,250 rpm.

Dual overhead cams driven by hydraulically tensioned chains deliver accurate valve train performance and drive the high flow 4-valve heads. Feeding the need is electronic sequential port fuel injection, as forged pistons draw fuel charge and air through a new downdraft air intake system while high-energy plug top ignition coils initiate combustion.

Cooling the Revolution engine is Harley's first liquid-cooling system, which keeps this All-American muscle machine too cool.

See more coverage of the V-Rod starting on Page 67 in this issue and look for a full test ride soon.





Photos: Ken Ross and Harley-Davidson

This silver hot rod, er, V-Rod, is a stunning departure from the tried-and-true Harley platform, offering a new breed of American muscle.

legalese

If It's Too Loud, You're Too OLD!

Albuquerque, New Mexico, Mayor Jim Baca wants peace and quiet. According to the AMA, an Albuquerque city ordinance aimed at reducing excessive noise has been signed by Baca, who wants: specific noise limits for commercial, industrial and residential areas, and time restrictions for noise from refuse collection, construction and helicopters. This also includes outdoor public-address systems, barking dogs and car stereos. He might as well shut Albuquerque down.

But Baca's wish list doesn't stop there. He goes on to say, "It's a motorcycle with loud pipes going down the street at 2 a.m. in the morning, waking up the neighborhood that we're after."

Well, you know what they say Mr. Mayor, "If it's too loud, you're just too damned old!" —*Twiggy*

rules of the road

Big Wheels Rolling

Having pushed an 18-wheeler from coast to coast for many years, I can personally relate to the advice given by John Del Santo, safety officer, for ABATE of California, when it comes to the common sense approach of bikers and truckers, sharing the road together. Here's what John had to say:

"Sharing the road with big trucks can be an advantage because most truckers are better trained and more experienced than other drivers around us. A large percentage of truckers are also motorcyclists and are more conscious and considerate of bikes around them in traffic. To keep from becoming a hood ornament on a Peterbilt, we need to show the proper respect for their length, width, weight, and especially the laws of aerodynamics.

"A big rig, bus or RV traveling at any speed is pushing a wave of pressurized air out in front of it, has accelerated air lifting along the sides (that's the same effect that causes lift on an airplane wing), and has a vacuum swirling and filling behind it. Being blown up front and sucked in the rear can be less than a pleasurable experience if you're not

prepared (sounds like my ex-wife).

"When you pass a semi going in the opposite direction at highway speeds, there will be a big rush of tumbling air following the truck about two seconds behind. If there's heavy cross winds blowing, the crosswind will be blocked by a passing truck and will hit you again at the other end. Be ready for it.

"Size creates an optical illusion that distorts sense of speed and distance. Expect that truck coming at you to be moving faster than it appears, and expect the one that you are approaching from the rear to be going slower. Don't attempt sharing a lane with a vehicle that already fills the whole lane.

"Construction and logging trucks drive off the paved road and can pick up rocks in their tires. When they get back up to speed on the highway, those rocks can shoot loose and zero in on you like a duck in a shooting gallery. Don't ride behind open topped rigs. Full or empty, the high-speed airflow will sweep almost anything out in your direction. If you are following a truck and a small piece of tire tread flies out from the wheel-back off! There's more and larger pieces on the way.

"Watch for their directional signals. They need a lot of room to make a turn, because the back of the truck will cut in closer to the curb and the driver can't see the area by the back wheels. There is a blind spot a 100-feet long behind a truck and another big one just off the right front side. If you can't see the driver's face in his rear view mirror, they can't see you.

"The massive weight and velocity of a truck creates the need for a 'huge' following distance. If the driver is forced to lock up the breaks, the rig can jackknife across four lanes of traffic. If you cut in front of a truck and steal some of their following distance, you're digging your own grave.

"So, let's share the road properly with the big rigs. The old saying is 'those air brakes can stop on a dime.' We need to 'ride smart' so the dime they stop on is not the one in our pockets."

Well folks, this is a subject long overdue that definitely needed discussing. Thank you John for your invaluable input.

—Twiggy

big guns win wars

Loud Pipes Save Lives

The weekend of April 27 and 28, 2001, brought out the 2nd annual Battle Ride held in Wilmington, North Carolina, home of the battleship USS North Carolina. The Battleship was involved in the infamous Battle of Iwo Jima, firing over 32,000 pounds of hot lead out of her 16-inch guns onto the beach. It's amazing there was even an island left after those salvos! The ride, hosted by Carolina Coast Harley, was a fund-raiser for the Muscular Dystrophy Association. This year's ride was bigger and better than the year before, with over 1,000 riders raising over $75,000. Battle Ride 3 is schedule for the last weekend of April 2002. For more information contact Janice at Carolina Coast Harley-Davidson at (910) 791-9997.

—Mike DiMartino

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You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

coast-to-coast

Biker News

TEXAS GOVERNOR VETOES BIKER ANTI-DISCRIMINATION BILL Despite an outstanding lobbying effort by the Texas Motorcycle Rights Association and the four Confederations of Clubs of Texas, and in spite of near unanimous passage in the Texas Legislature, Governor Rick Perry vetoed landmark legislation that would have made Texas the second state to make it illegal to discriminate against motorcycle riders. Minnesota passed the nation's first biker equal-access law in 1998.

Although House Bill 259 received only two "No" votes in the House of Representatives and passed the Senate unanimously, Perry vetoed the bill with no explanation at the midnight hour on June 17, the last day to sign or veto bills.

"We'll just have to get a new governor and run another bill through next session," said Sputnik, chairman of the TMRA-II and member of the NCOM's Legislative Task Force. "I just sent a letter to Governor Perry promising him that, 'You will remember this bill every day of your upcoming campaign,' because Texas bikers WILL elect a new governor in November!" Perry succeeded former Governor George W. Bush to fulfill his term of office after Bush resigned to run for president.

JW Rock, chairman of the Central Texas Confederation of Clubs and liaison for all Texas Confederations added, "We decided even before the governor's veto that we'd keep coming back with this bill until we get it passed. Since there were only two votes against our bill, we already know that those legislators won't be back in office next session and we'll have a new governor in office."

SUPREME COURT ALLOWS ARREST FOR TRAFFIC OFFENSES A divided U.S. Supreme Court ruled on Tuesday, April 24, 2001, that police may arrest individuals for minor traffic violations or other misdemeanor offenses normally punishable only by a fine, such as an unbuckled seat belt or public littering.

By a 5-4 vote, the high court declared that the Fourth Amendment, which bans unreasonable arrests and searches, does not prevent police from making such arrests without a warrant.

The case in question involved a Texas woman who was arrested for driving without her seat belt fastened. After being pulled over by an officer who noticed the violation, she told him she did not have her license and insurance information because her purse had been stolen the day before.

She was then handcuffed and taken to the local jail, where she spent about one hour being processed and having bail set. She pleaded no contest to the misdemeanor seat belt offense and paid the fine, but then sued the city alleging they had violated her constitutional rights and seeking compensatory and punitive damages.

The court rejected her historical argument that the common law dating back to the founding of the country barred peace officers from making warrantless misdemeanor arrests, except in cases of "breach of the peace" involving violence.

Timothy Lynch, director of the Project on Criminal Justice at the Cato Institute think tank said, "The practical effect of the ruling is that police officers can exercise 'extremely poor judgment' and harass citizens for pointless reasons—and those citizens are without legal redress."

"The Framers of our Constitution would frankly be startled by the Supreme Court's cavalier treatment of the legal threshold by which citizens can be deprived of their liberty and thrown in jail," Lynch added.

JUSTICE FINALLY PREVAILS FOR KANSAS BIKER On April 13, 2001, the Kansas Court of Appeals handed down its second decision overturning the illegal sentence of biker Richard B. Aikman for the crime of wearing a belt buckle.

In 1997, Aikman was charged with various drug charges resulting from info obtained from a confidential informant and from a raid of his home in Natoma, Kansas. The confidential informant provided authorities untruthful information about Aikman being involved in the distribution of methamphetamine in exchange for leniency in the charges that he faced. He also informed authorities that the biker had a cache of weapons in his home, which included automatic weapons.

Law enforcement officials in full riot gear and aided with an armed personnel carrier burst into Aikman's home. No weapons were discovered, other than some shotguns used for hunting. However, a small quantity of marijuana and rolling papers were found. Despite finding no meth or evidence of distribution, Aikman was charged with several serious drug charges. He pled guilty to possession of marijuana and possession of drug paraphernalia. The conviction for possession of marijuana was Aikman's second, which under Kansas law constitutes a felony.

Sentencing in Kansas is controlled by the Kansas Sentencing Guidelines. Aikman fell under the portion of the sentencing grid, which specified probation, and unless factors justify a harsher sentence the judge must impose the probation. During the original sentencing, the judge remarked on a belt buckle he observed Aikman wear to court when he entered his plea. The belt buckle had the words "Sons of Silence" upon it. Acting on his own initiative, the judge announced he was going to depart on Aikman's sentence as Aikman had displayed evidence of gang affiliation by his belt buckle. There had been no allegations that the crimes for which Aikman was being sentenced had anything to do with involvement with the Sons of Silence Motorcycle Club. There was no evidence that Aikman was a member of the Sons of Silence MC, or that the Sons of Silence even existed. The judge gave Aikman probation for the possession felony but sentenced him to one year in county jail for the misdemeanor paraphernalia charge.

Aikman appealed his conviction through Keith Renner, a Kansas A.I.M. Attorney, who also serves as the legal counsel to the Confederation of Clubs of Kansas. The Kansas Court of Appeals overturned the conviction and remanded the matter to the District Court. However, the same sentencing judge brought up the belt buckle issue. He also made several attempts to force Aikman to waive his Fifth Amendment rights by indicating that if Aikman would disavow any interest in the Sons of Silence he would be treated lenient. However, if he failed to disavow, the judge made it abundantly clear that he would be treated harshly. Aikman, stood his ground and refused to be bullied.

The judge not only sentenced him to serve one year in county jail on the misdemeanor, but sentenced him to one year in a state pen for the felony. The matter was once again appealed.

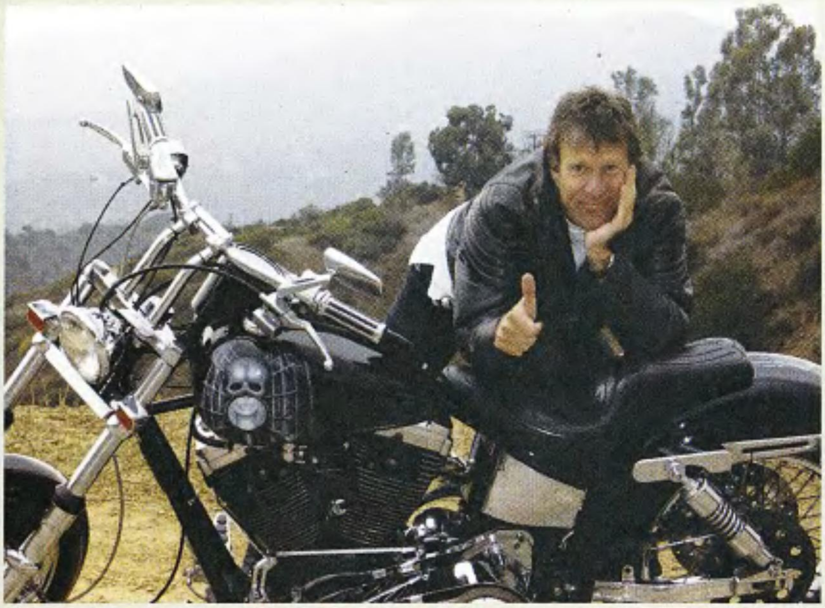
The issues in the second appeal were substantially the same as in the first. Aikman claimed that his First Amendment rights to freedom of speech were violated by the court's consideration of an article of wearing apparel professing support of a group, and that the court had violated his Fifth Amendment right to avoid self-incrimination for punishing Aikman for failing to disavow interest in the Sons of Silence.

In very strong language, the Kansas Court of Appeals once again overturned the sentences and remanded the matter to the District Court for resentencing under the instructions provided. The Court of Appeals ruled that before the court can consider an issue relating to alleged gang membership "evidence of gang membership must be relevant to the issues presented at sentencing," that the trial court violated Aikman's Fifth Amendment rights by punishing him for refusing to make any comment about membership in the Sons of Silence, and that "a defendant's apparel at sentencing and his or her failure to disavow gang membership do not constitute substantial and compelling reasons to support a departure sentence."

The matter has not yet been returned to the District Court, but Renner is hopeful that his client will be released from court supervision instead of being placed on probation since he has been under court supervision for over three years while this matter was on appeal. Paul Gregory, the local county attorney, has indicated to Renner that he will not opposed a motion for Aikman's release from court supervision since he has been supervised since this matter was first appealed.

Richard Aikman's bravery in the face of the unwarranted hostility from the sentencing court as well as A.I.M. Attorney Keith Renner's dedication to the cause of freedom and justice have resulted in a very favorable ruling in Kansas regarding how a court can view an individual's display of apparel supportive of motorcycle clubs. Renner stated, "I am very proud of Rick. It took a lot of courage to standup for his rights and engage the trial court in a fight when he knew he was very likely to appear before the same judge at resentencing. But that is the kind of bravery and dedication to our rights and freedom that made this country strong, and that is the only kind of action that is going to save this country from itself."

—Bill Bish, NCOM



Petersen's cars & guitars exhibit

Rock Star Cycles

Rock legend Keith Emerson's (of Emerson, Lake and Palmer) custom Pro-street FXR is among the many rock star cycles on display for the "Cars & Guitars of Rock N' Roll" exhibit at the Petersen Automotive Museum which runs July 15 through December 31.

To commemorate 50 years of rock 'n' roll, Petersen has mounted its largest exhibit including 35 classic cars, over 40 classic and custom guitars, rock memorabilia, and rock star scooters. Among the super-star vehicles you'll find Cher's '56 Ford pickup and Harley; Rod Stewart's Ferrari; Brian Setzer's Stray Cat hot rod; the Monkee Mobile; Eric Clapton's '40 Ford; a caddy driven by the King, Elvis Presley; Tommy Lee's bike (wonder if you're allowed to sniff the seat for Pamela vapors); and a bunch more.

For museum info call (323) 930-CARS or visit their Web site at: www.petersen.org. *—Lumpy Britches*

young patriots

Freedom Fighters?

A group of high school students, winners of a nationwide patriotic essay contest sponsored by the Veterans of Foreign Wars (VFW), got more than they bargained for when they stopped at the Jefferson Memorial National Monument in Washington, D.C., according to the AMA's Terry Lee Cook.

It seems the group of students became so filled with patriotic pride, they spontaneously burst into singing *The Star-Spangled Banner*. But their outburst of patriotism was abruptly cut short when a U.S. Park Service Ranger told the students to stop singing because federal regulations dictate that any time a group of 26 people or more gather at a national monument it's considered a demonstration.

Later, a half-assed apology came from the National Park Service (NPS), which quickly blamed a new employee, who probably doesn't even have a clue to the words, let alone the true meaning of our national anthem. However, we can all sleep better tonight because the employee was reprimanded by the NPS who promised never again to stop anyone from singing *The Star-Spangled Banner.*

Apology or not, the damage has been done to these gifted students by a newly hired NPS subordinate to stop singing our national anthem.

Hopefully, this is a wake-up call to these future "Freedom Fighters" who witnessed firsthand for themselves, how and why Americans are loosing their freedoms. It would also be interesting to hear from the VFW on this issue. *—Twiggy*

publishing history

Easyriders Goes Into Highbrow

Yeah, who says *Easyriders* ain't highbrow? Well, jist go lay dat on da University of Mississippi, bro.

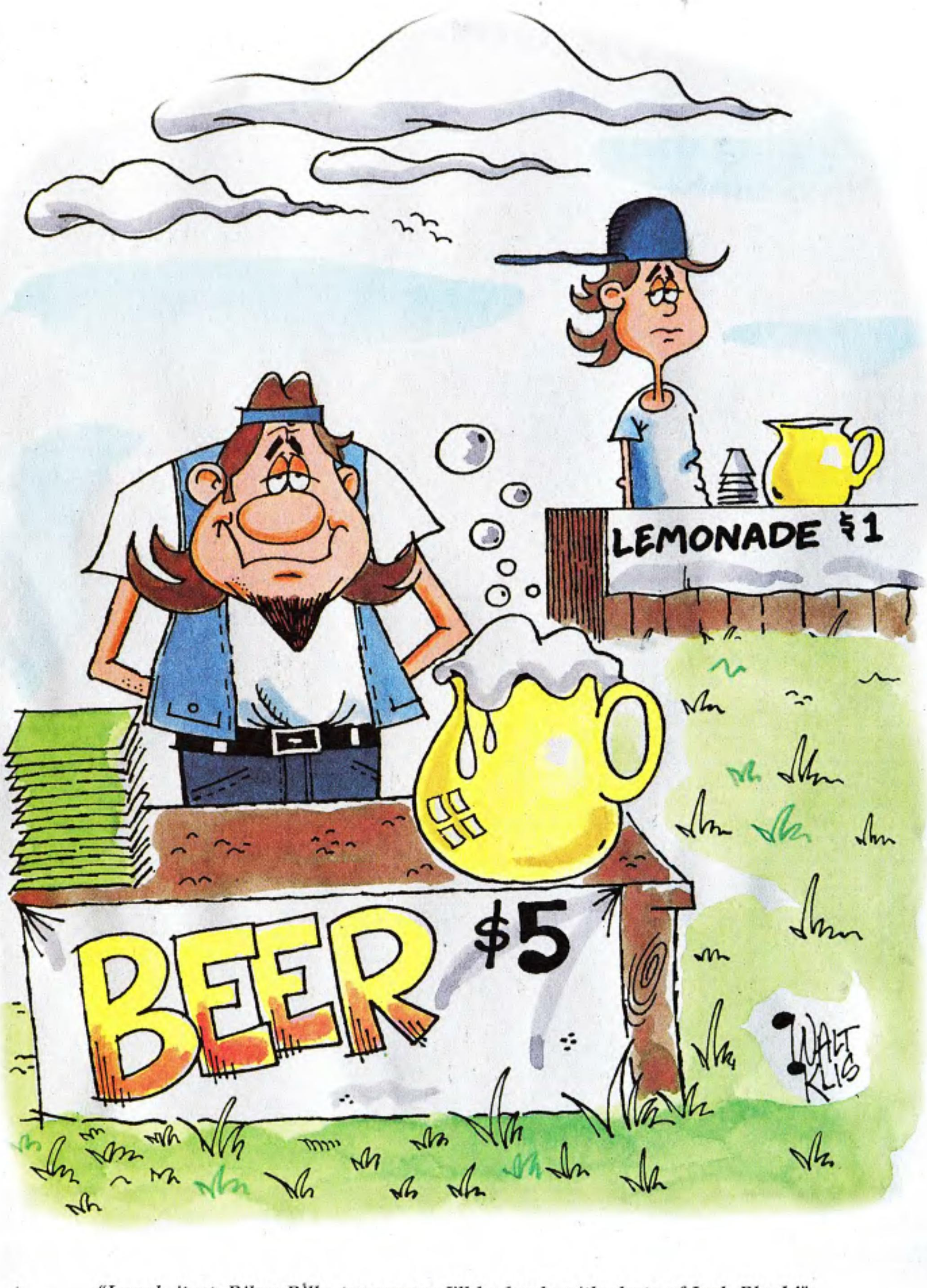
"Bad boy novelist," Larry Brown, whose first published work appeared in the June '82 issue of *Easyriders*, is being featured in a 25th anniversary limited-edition catalog of noted Mississippi authors. The opening pages of Brown's short story and artwork are being reproduced in the catalog in color. Published by the Archives and Special Collections at the University of Mississippi, it's due out now.

University Archivist Thomas Verich said that Brown is an important inclusion in the University's collection because of his distinctive style. "Larry Brown is the strongest literary voice that has emerged from this part of Mississippi since (William) Faulkner," Verich said. "He represents a stream of Southern culture that hasn't been really well expressed before. He represents the area like Faulkner did." Spoken in the same breath with Faulkner, Brown is keeping some especially lofty company.

Known for his "hard bitten, hard drinking, hard living male characters," Brown is the author of three critically acclaimed novels with a fourth now in bookstores. His thrill-a-second short story, "Plant Growin' Problems," for *Easyriders* pits a good ol' boy biker against a cruel and dishonest Southern sheriff who ironically perishes via the fangs of a rattlesnake. Brown's economy of time and space and breathless pace keeps the reader drawn into the story.

In the Special Collections 1975-2000: A Silver Anniversary Exhibition catalog, Brown joins a pantheon of legendary Mississippi authors that include William Faulkner, Tennessee Williams, Eudora Welty and John Grisham.

—Nomad



"Laugh it up Biker Billy, tomorrow I'll be back with shots of Jack Black!"

two-wheeled tidbits

Spanning the biking globe...

Chicago: Officer Maurice Burks' radar gun registered a bike at 160 mph! He couldn't believe it. But the gun was working right. Burks stopped Daemond Rogan, 32, and cited him for speeding in a 40 mph zone. Burks chased Rogan along Chicago's Lake Shore Drive but couldn't catch him. It took a roadblock to nab him. The cops later contacted a Honda shop to find out if the 1999 Honda CBR 600F4 model Rogan was riding was really that fast. They were told the top speed for that bike is 165 mph.

Officers who've been in the radar unit for over 20 years say this is the fastest speed they can recall. Rogan was also cited for running a red light and weaving. When you're going that fast on city streets without running someone down, ya better be weaving.

Bologna, Italy: Bruno Cavalieri Ducati, the last surviving founder of the motorcycle company bearing the family name, died in the northern town of Ispra. He was 96. Cavalieri designed the factory where and his brothers Adriano and Marcello started out in 1935 making condensers and radio equipment.

The factory switched to motorcycles in the 1940s, enjoying its greatest success in the '50s and '60s, before its fortunes fell. American investors bought the company in 1996 and turned it around.

Biker Book Snitch: Jim Redden in Portland, Oregon, has written one crackerjack book about just how far our government will go (and that's too far) in his new paperback entitled, *Snitch Culture: How Citizens are Turned into the Eyes and Ears of the State*. It's published by Feral House, and you can find it in your bookstore, or on the Web at www.feralhouse.com. The Web site has more detailed information about the $14.95 book.

Oregon AIM attorney, Sam Hochberg, says the book is about a lot more than just our government. It explains how snitching has become a regular part of people's lives here in the U.S. The author is a reporter and has done a hell of a job documenting his material. It's a shocking story, but all so true. Pick up a copy for yourself, or get to your bookstore to order it.

Watching Where You're Going: Big Brother has another device to keep an eye on you. This news has been out there for a few years now, but for you folks who don't know about it, listen to this: Certain models of GM cars (and many of their Saabs and most Cadillacs as well) now have OnStar systems. Your car is hooked up via satellite to a central office so GM always knows where your car is. It can even call for help.

Hey GM, give 'em CB radios instead! Please, I hope there's a way to turn those damn things off if you drive one. Watch them try to put one on a scooter. I read it's happening in some parts of Japan. Some smart American wrenches would have that gadget taken down and sold for parts, and would have a long line of customers.

Thanks goes to Jerry Edgerton, author of Money.com's column *On Wheels*, at www.money.com/money/depts/autos/onwheels/.

—Gunny, Oregon AIM Chief of Staff

bluesman John Lee Hooker

Hall Of Fame

American's has lost beloved Bluesman John Lee Hooker. Hooker's savage musical style influenced such people as Carlos Santana, Van Morrison, the Rolling Stones, Eric Clapton, Bonnie Raitt, and ZZ Top.

Carlos Santana elegantly described the passing of John Lee Hooker this way: "There are no superlatives to describe the profound impact John Lee left in our hearts." Carlos went on to say, "For musicians and common people, all of us feel enormous gratitude, respect, and love for his spirit. Working with him is something that I will deeply treasure." Carlos said it all folks. Gone forever, but never forgotten. *—Twiggy*

investment news

Two-Wheeled Investor

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Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKERS DREAM	1997	0.00	7/23/01	0.00 - 0.00
EZR	EASYRIDERS, INC.	1998	0.43	7/23/01	.70 - 0.10
HDI	HARLEY-DAVIDSON	1986	51.51	7/23/01	55.02 - 34.25
PII	POLARIS/VICTORY	1996	47.53	7/23/01	51.65 - 29.13
TMOT	TITAN MOTORCYCLES	1998	0.04	7/23/01	0.00 - 0.00

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WE CAME—WE SAW—WE GOT THE BOOT.

Myrtle Beach Madness

Lemme set the stage for ya. You're a vendor. You pay some big money to attend an event. I'm talking paying for your semi to travel across country to be there, hotel rooms, employees, the whole deal. You arrive at the location and set up. Not an easy task as it takes about one full day to get this accomplished. The very next morning a "City Official" tells you, you have three hours to tear down and move your rig because your host did not receive the proper permit for you to be there. What do ya do?

This is the predicament many found themselves in this year at Myrtle Beach during their Bike Week. In a region well known for its Southern hospitality, this time it reared (pun intended) its ugly backside. This year the City Council of Myrtle and Horrey County law enforcement decided to invoke a very little used ordinance—not the one below the belt line—and removed several vendors from the parking lot of Broadway at the Beach.

PRE-STAGE
STAGE
PORTATREE
INDIANAPOLIS

BROADWAY
Louie's

Budweiser

Size Matters!

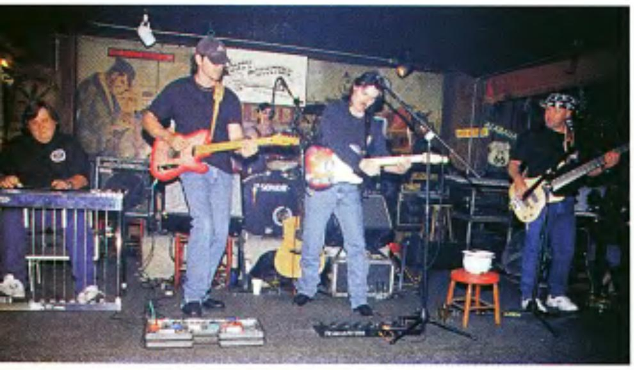
One of the main focal points for Bike Week, folks like Indian, Big Dog, Performance Machine, Victory and Ducati, were forced to pack it up and move or face heavy fines—even though they had paid the owner to be there. The vendors on the promenade of Broadway at the Beach could remain there, however, everyone in the lot had to go.

Besides pissing off a lot of vendors, this caused some major traffic on the already congested roadways of Myrtle Beach. Why? Well, no one knew where any of the vendors had gone to set up. You had to travel all over the beach to find anyone. Not an easy task. Ducati personnel were so upset, they grabbed a news crew from CNN and stormed an already heated City Council meeting to complain. Appearing with over 15 Ducati employees, they requested a refund of their parking fee, that the fine imposed on them (for not tearing down fast enough) be recalled, and let the Council know that this company alone was spending thousands to be there. Although the mayor was sympathetic, the rest of the council was not. This prompted Ducati to leave in the middle of the proceedings and announce they would not be returning next year and, looking directly into the cameras, mentioned that other companies might rethink their options for next year.

What the hell is going on? With more and more hotels on the strand refusing motorcycle parking, more bars and other establishments banning colors, more streets changed to one-way travel only, it would appear that the city of Myrtle Beach and Horrey County doesn't want us there. Or do they?

If you arrived in Myrtle and were not aware of the changes this year, you probably felt very secure in the fact that things were running at 100%. When you pulled into Broadway at the Beach and finally found a place to park, you probably noticed both Indian and Victory were set up for demo rides. You also noticed the long lines. It almost looked like people were waiting in line at Disneyland or something. The Teresi Dyno-Drags truck was also in place, allowing you to legally drag race your scooter. This setup makes you put your money where your mouth is. Guys can talk shit all they want about how much torque, how many horses, and how fast their bike is, but once it gets onto the Dyno-Drags...we'll all know if you're full of crap.

The weather couldn't have been better. One brief thunderstorm that wasn't even big enough to keep the ground wet. From Suck Bang Blow at the inlet on the southern end to Pure Gold's Crazy Horse at the northern end, over 30,000 of you enjoyed the hell out of yourselves. None was more evident than *Easyriders* Day, Saturday, at the Crazy Horse. All week owner Jerry Reid and club manager Big Bill Vaughn had been playing host for us, and Saturday was the capper. Starting with a bike show, judged by yours truly and bike builder Scott Britt and his crew, they segued into a hot biker babe contest. Ten lovely ladies—and one not so lovely—made the first round of qualifying leading to the finals that night inside the club. But wait, that's not all. All day long lithe women—with barely a stitch of clothing on them—were very willing to hand-wash your bike and pose on it after they were done. All the proceeds, including raffle ticket sales for a new Harley—to be given away August 17, in Wilmington, North Carolina, at Pure Gold—went to the Duke Children's Miracle



Photos: Irv the Perv

Network. Get a hand *wash* job for $10? Well, it *is* for the kids.

Later that night all 10 girls gave the crowd everything they screamed for, until just one lass was left all alone on the stage. And what did she get for all her trouble? How about a trip to Mexico, a gift certificate towards lingerie, and a guaranteed spot in a future Fox Hunt contest. We figured that since all of you couldn't make it to the contest, we'd bring her to you for a vote. Cecil Combs, Best of Show winner, never made it back to help with the contest, but I'm sure you'll see his bike somewhere in here...I didn't know guys from Kentucky were that shy.

As dawn's early light caused all those who'd been out all night to return to their accommodations, a steady stream of bikes could be seen leaving the beach. As is tradition, we slinked through town saying our good-byes—apologizing where necessary—to Dick's Last Resort, Al at the Dog House North, the crew at Nick's Cigar World, Irv "the Perv" and his wife Jan, and, last but certainly not least, Bill Vaughn and the whole crew at Pure Gold's Crazy Horse. If you're ever in Myrtle Beach, you gotta stop and wet your whistle (or whatever ya call it) at the Crazy Horse. Hell if ya get too drunk, there's a hotel right across the parking lot. Tell 'em *Easyriders* sent ya. Comin' back next year? Only if I get the right permits. *—Oil Can*

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Talking Tech

Our new Tech Head tends to be a bit sour in the puss department. In other words, he's a real grump bastard. So, if you don't want a thorough ration of shit, save your questions for somebody like Ann Landers. If, on the other hand, you have a serious question of a technical nature and don't mind getting reamed out verbally by our resident wrench, drop a line to: Talking Tech: P.O. Box 3000, Agoura Hills, CA 91376-3000. And may god have mercy on your soul...cuz ol' Gearhead sure won't. (We now return you to Talking Tech, already in progress.)

SCREAMIN' EAGLE QUANDARY

Just a quick question: I have a 1983 1000cc Sportster. It has a Screamin' Eagle carb on it that looks identical to the Kehnin carbs that were stock in that era. The motor is rebuilt, but stock. Where can I obtain some literature on getting this carb set up better? The only thing emission related that has been changed are the pipes. They are now straight pipes, 1 3/4-inch. I can't seem to get a "smokeless" idle (is this an ignition issue? Everything there appears to be in order) and I can't get rid of what some guys have referred to as the "Kehnin Cough," a hiccup between where the low speed jet leaves off and high speed jet picks up. Anyway, looking for that and good rules of thumb for setting the accelerator pump too.

Jerry
Ridin' the Internet

First ya have to know what color smoke you're lookin' at. If it's black, then it's probably fuel. If it's white then it's oil and that has nothin' to do with your carb. Check your spark plugs, they should be the color of coffee with cream. I'm not talkin' a fruity latte coffee either. If they are (which I doubt they are) you're runnin' too rich. If they're white, you're runnin' too lean and this is a bad thing. Your Harley dealer should have all the specs on settin' up the carb. You'll have to set up your accelerator pump with your air cleaner off so you can see it "squirt". Start with a small squirt—that may just cure that "Kehnin cough". If not, get to the health clinic and get a shot to cure those squirts.

NEEDS HELP GETTING DRESSED

I've got a somewhat undressed, full dresser, an 82 FLTC rubbermount shovel. I'd like to put some over/under full-length drag pipes on it, like Porkers or Samsons. I haven't found anything in the aftermarket that will fit my application, including the few models available for older rigid-mount shovels. My question is this: Does anybody in the aftermarket exhaust business do custom bends for those less popular models like mine? I would appreciate any leads.

Dan Bradford
Westport Island, Maine

Dan-O, when you say "over and under" I'll ASSume you mean both down one side of the bike. If that is correct, my question to you is: Are you insane? The reason you can't find pipes for your DRESSER is the fact that none are made that way. You'd be leaving yourself less than 2 inches of ground clearance, that's why there is one pipe on each side—to fit under the bags. If this is truly what you want to do, you're going to have to locate a metal shop that will custom bend you a set. Installing them is your next problem. Even most 2-into-1s will be too thick to fit under the bags. Good luck.

MAKE UP MY MIND FOR ME

After reading this rag from Day 1, I'm gonna quiz you guys [*Great a test...oh boy.*] I have an '87 Softail and I'm runnin' a 96-inch S&S, Andrews EV59 cam, an early '84 4-speed kicker/electric start tranny with Andrews gears. Here's my dilemma [*I thought he'd never get to the question*]: Heads and pistons [*Yeah, you'll need those.*]. The Hemi Design heads look good. They state that most manufacturers flow their heads to 28 inches of water which is the automotive standard, while the motorcycle industry says 10 inches [*Screw the industry, don't we all have 10 inches?*]. S&S, Edlebrock, STD, RevTech, Zippers, Branch, there are too many choices. What the hell do I want? And pistons—J&E, KB, S&S, help me. Do I want porting and polishing? There are too many decisions to make. Please don't tell me it's my decision.

Bird
Bath, Pennsylvania

First off: Get a new nickname. Bird from Bath may play well with the Amish in Pennsylvania, but everywhere else it just sounds...you get the picture—not that there's anything wrong with that! Second: S&S has spent millions of dollars R&D'ing their motors, racing them, and perfecting their performance. Why the hell do you want to come along and screw everything up? Porting, polishing, flowing, spankin' the monkey, are all good things. However, if you have an S&S 96-inch motor...finish building your bike and run the damn thing. However, it IS your decision, and you are the weakest link. Goodbye.

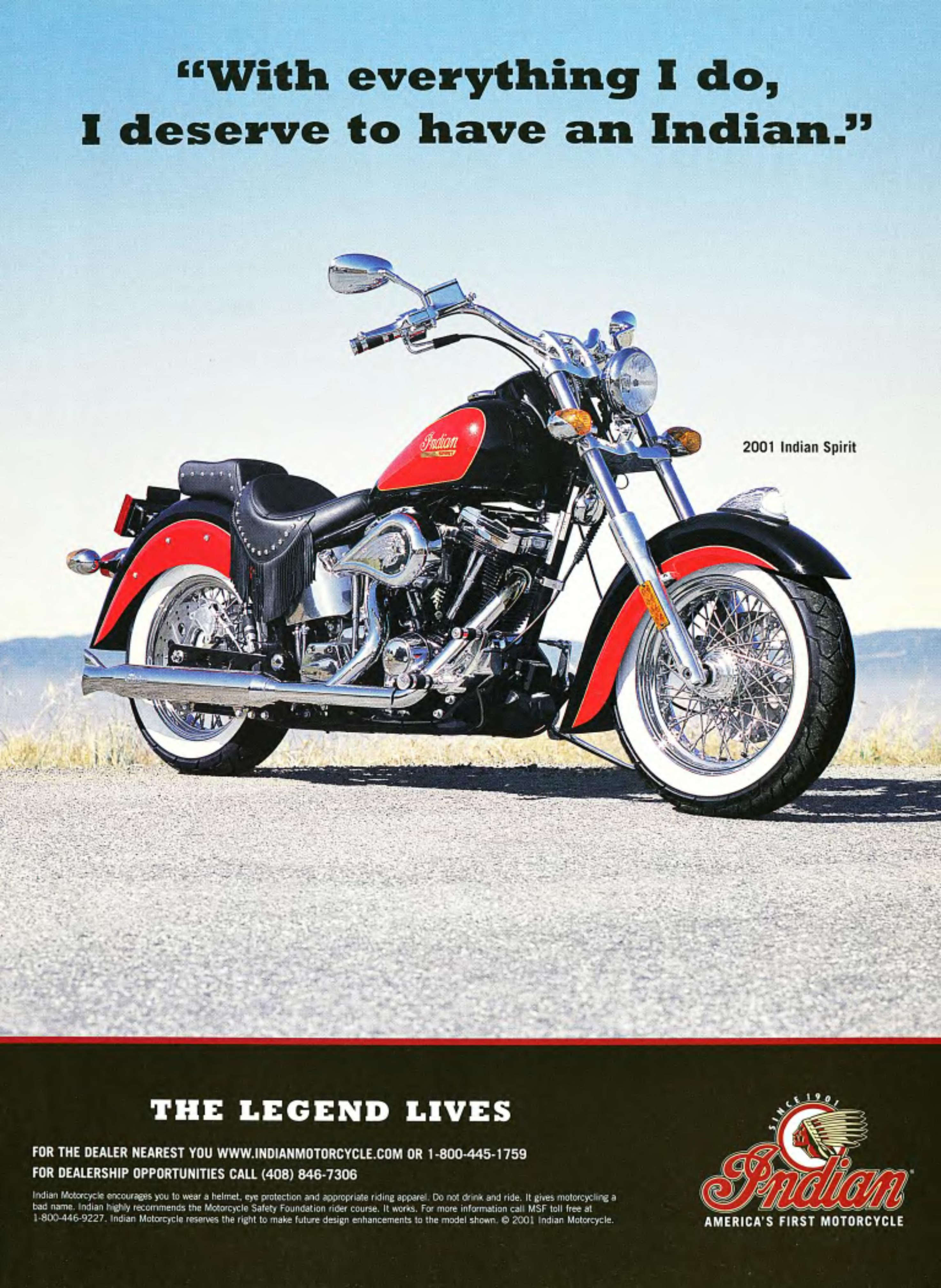
LIQUID-COOLED QUERY

I've been hearing that Harley-Davidson is coming out with a liquid-cooled motor. What's gonna be next, a Harley that runs on rice? What the hell is wrong with good old knuckleheads and panheads? Is this rumor true, and if so, what are they going to do with this water-cooled thing, use it to power dressers?

Sam Worley
Kinston, North Carolina

Look Sam, if that is your real name, Harley-Davidson hasn't pulled itself to the top of the two-wheeled heap by keeping it's corporate head buried in the sand. Yes, H-D has been working on a kick-ass liquid-cooled 1100 motor for some time now and they'll unveil their new V-Rod mega-cruiser at a dealer near you as part of the 2002 model line-up. Harley will make over 11,000 of the new bikes for it's debut year. As for the rest of your letter, I'm so red in the face that I have to go sit down and have the big-titted office mouse pour ice water over my head. Panheads and knuckleheads are fine motors, but keep in mind that the stock V-Rod will blast ya down the quarter mile track in under 12 smokin' seconds. Besides, the one thing in life that is constant...is change. Just ask the dinosaurs. Now, where's my gawd-damned Jack Daniels?

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@ easyriders.net.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Front End Guide

The first part of a bike that gets noticed when you're cruising down the road or pulling into your favorite watering hole is the front end. Whether it's shiny, sleek and long, or ultra-fat and lowered, what's up front is gonna get noticed first. And like so many things in life, it's the first impression that counts. So when you're ready to dress up your forks or just deliberating over what style of front end would be just right to bolt onto your latest ground-up custom, you'll want to pay special attention to the forks.

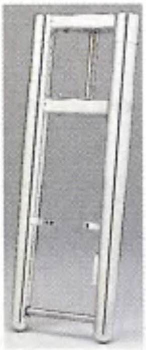
Of course, looks aren't enough for everybody—performance is pretty damn important, too. After all, what good are looks if your bike wallows through corners like an old cage with no shocks or is so stiff that every bump or crater in the road is yet another bone-jarring experience? Unless you like that.

Being the kind-hearted folks we are, we've put together a collection of some of the hottest forks out there today for Harleys. Most are available in different lengths and finishes, so whatever your passion happens to be, you should be able to satisfy your lust for a good fork by cruising through the following pages. But remember, with the amount of high-quality products available today, this is a mere sampling of what's out there.

So if you don't find it here, cruise through the pages of catalogs that are available from any of the major vendors, and you should be able to find exactly the fork that'll tickle your fancy.

—Ken Ross

Perse
Fat Spherical Long Sleeve Forks



The latest fork style available from Englewood, Colorado-based, Perse Performance is the long-sleeve spherical design. This fork has a fat, new look while offering the same level of performance as all other Perse forks thanks to the use of Race Tech's Gold Valve Emulators and springs. Precision-machined from 6061 T6 aluminum, the trees and legs feature internal brake lines in the lower tree, and hidden axles. The forks utilize a unique cam-lock design to keep axles stems and tubes secure, while keeping the hardware virtually invisible.

For more info please contact Perse Performance at (877) 631-3093, or the Web site at: www.perseperformance.com. Perse forks are also available through Chrome Specialties. For a dealer near you call (800) 811-8904. Web site: www.jammerclub.com.

Pro-One
"Pro-Monster" Forks

Pro-One has just unleashed their line of "Monster" front ends that are as awesome in appearance as they are functional. Pro-Monster forks feature CNC-machined billet aluminum lower legs in smooth or ball milled designs and sanitary flush mount fork nut covers. The massive appearance comes from huge 2-inch thick billet aluminum triple trees and 3-inch fork tube covers. Monsters are available with or without integrated LED turn signals and feature Pro-One's triple show-chrome plating.

Pro-Monster forks can be found at www.pro-one.com or by calling (800) 884-4173.

Rolling Thunder
Springer

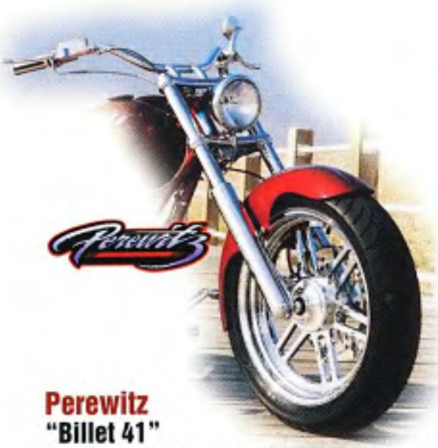
All of Rolling Thunder's new springer front ends feature100% TIG welding that is polished and then filled with copper to make all of the welds virtually disappear. All components are CNC-machined from billet steel and hollowed out to reduce weight. Gas-charged shocks are hidden inside the springs to dampen travel for a smooth ride. The trees can be smooth or ball milled while the lower tree has a built-in slot that acts as a fork stop when used with Rolling Thunder frames.

You can reach Rolling Thunder for more information at (450) 699-7045.

Storz/Ceriani
"Fat Bottom" Inverted Fork

Storz Performance is offering the Ceriani "Fat Bottom", which is a wide-style fork that features 55mm inverted-styling and comes completely chrome plated. The Ceriani forks feature precision cartridge damping, and progressively-wound springs made from chrome-silicon wire as well as several friction-reducing mods. These forks are available in single or dual disc and accept most direct bolt-on brake calipers made for H-Ds. They accept the stock H-D wheel, fender and handlebars and also feature a built-in lowering kit.

You can reach Storz Performance at 239 S. Olive Street, Dept. ER, Ventura, CA 93001; by phone at (805) 641-9540, fax (805) 641-3650; or visit www.storzperf.com.



Perewitz "Billet 41"

Dave Perewitz's new billet 41mm forks reflect his reputation for aggressive, contemporary styling and uncompromised quality. Featuring Perewitz's own billet aluminum triple trees with an integrated blind neckpost, custom-machined billet lower legs and a mirror show- chromed finish, these forks are perfect for any show or go machine. Additionally, these sleek units are fit with Perewitz's hidden axle assembly and unique, adjustable fender mounts while OEM internal components assure trouble-free performance.

For details contact Dave Perewitz at 909 North Main Street, Dept. ER, Brockton, MA 02401; by phone at (508) 586-2511; or on the Web at www.perewitz.com

Paughco "Ultimate Springer"

If you're looking for a truly custom fork or the perfect replacement for the tired, old stock springer you've been running for years, Paughco has what you're looking for. Currently, they offer over 90 different variations including stock and custom applications to fit just about any year and model. Paughco Springer assemblies are available in wide and narrow styles, in a variety of lengths, with or without shocks, finished in Paughco's durable show-quality chrome or new gloss black finish and are designed for use with dog-bone risers or Glide-style top clamp. Recently they have introduced a model incorporating their unique "floating fender" assembly.

This item available from Paughco dealers worldwide by calling (800) 423-2621. Or visit 'em on the Web at: www.paughco.com.

Exile Cycles SJP Forks

Exile Cycles announces they have now taken over as the U.S. importer for the SJP product line. Complete front ends are available up to 28 inches over stock, with 0, 3, 6 or 8 degrees of rake in the trees. The massive Fat Glide 300 front end (on the right in the photo) is 2 inches wider than regular wide-glide width. Triple-tree kits are available for most stock bikes. This Dutch company also manufactures billet aluminum components including brake calipers, headlights and forward controls. The forward controls and the solid billet headlights have the same gorgeous, heavy-duty feel as the front ends.

Exile Cycles sells direct to the public, or through their network of approved dealers. To find out how to receive your color catalog contact Exile Cycles at 9249 Glenoaks Blvd., Sun Valley, CA 91352; (818) 768-7667; or check out www.exilecycles.com; or see ad in this issue.

Regency 58mm Performance Inverted Cartridge Forks

Designed by John Reed, these forks are a case of form following function, employing the latest in cartridge damping technology from Marzocchi. Unlike conventional factory forks with out-dated, rough-riding damper rods, cartridge damping offers superior ride quality and adjustability. These forks are designed to emulate the mounting positions of OEM sliders so all stock fenders, brakes, wheels and axles bolt right on. Super-huge 58mm tubes allow tremendous strength, eliminate flex and feature easy damping adjustment on top of each fork tube. The John Reed-designed triple trees feature a smooth top tree with no top stem nut, polyurethane handlebar damper kit, Timken bearings and dust shields. Custom details include hidden pinch bolts, as well as a hidden brake line fitting and crossover tube designed to fit with most custom banjo fittings.

These complete fork kits are designed for FL and FX Softail models and will also fit any stock, cast-neck frame or custom aftermarket frame with rear neck-type fork stops.

Front end kits are available in stock single disc and custom dual-disc styles from your local Custom Chrome dealer. Call (800) 729-3332 for a dealer near you, or visit their Web site at www.customchrome.com.

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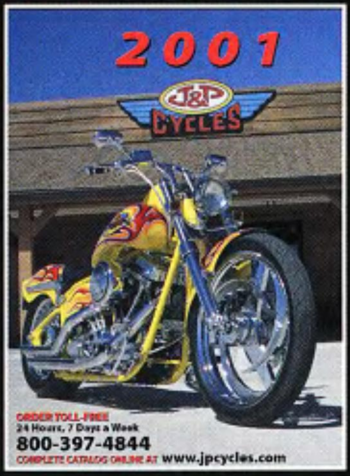

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Donnie Smith
Girder

If the look of the custom bikes from the '70s gets you all misty-eyed with nostalgia, Chrome Specialties will soon be able to send you back in time. Working closely with master builder Donnie Smith, Chrome Specialties is bringing back a much-improved version of one of the coolest chopper front ends ever—the girder. Using the latest technology to improve on this classic design, Donnie and Chrome Specialties have come up with a real winner. Featuring dual shocks to smooth-out the ride, this new girder will function as good as it looks. As of this writing, the girder was in its final stages of development and should be available from Chrome Specialties by the time you read this.

For a local dealer, contact Chrome Specialties at (800) 811-8904, or find them on the Web at www.jammerclub.com.

Tedd Cycle, Inc.
Replica Springer Forks

The Tedd Cycle/V-Twin Mfg. springer fork assemblies are an exact replica of the stock units found on Big Twins up till '49. These assemblies include a full set of inner and outer springs, front and rear legs, rocker set studs with bushings and also the spring rods and bushings. These forks are available in the stock black finish or beautifully chrome plated.

For more information contact your local V-Twin dealer or Tedd Cycle Inc., P.O. Box 473, Dept. ER, Vails Gate, NY 12584; by phone at (845) 565-2806; or log on to the Web at www.vtwinmfg.com.

Custom Chrome
Early-Style Wide Glide

Is your Hydra-Glide fork on its last legs (pun intended), or are you trying to recreate the classic look of a drum brake-equipped, pre-'70 stock Wide-Glide fork? Well if so, CCI has the fork you're looking for. Available with a left or right-side drum or for '72-'77 disc applications, these forks come complete with late-model triple trees; chrome slider covers; stock-length, hard-chromed fork tube assemblies; polished sliders; neck bearings and hardware. Additionally, the fork seals have been updated to the modern dual-lip design to prevent leakage. These forks are available as complete assemblies or as separate components.

For more info contact your local Custom Chrome dealer. Call (800) 729-3332, or visit www.customchrome.com.

Ness-Tech
41mm Complete Billet Fork Assemblies

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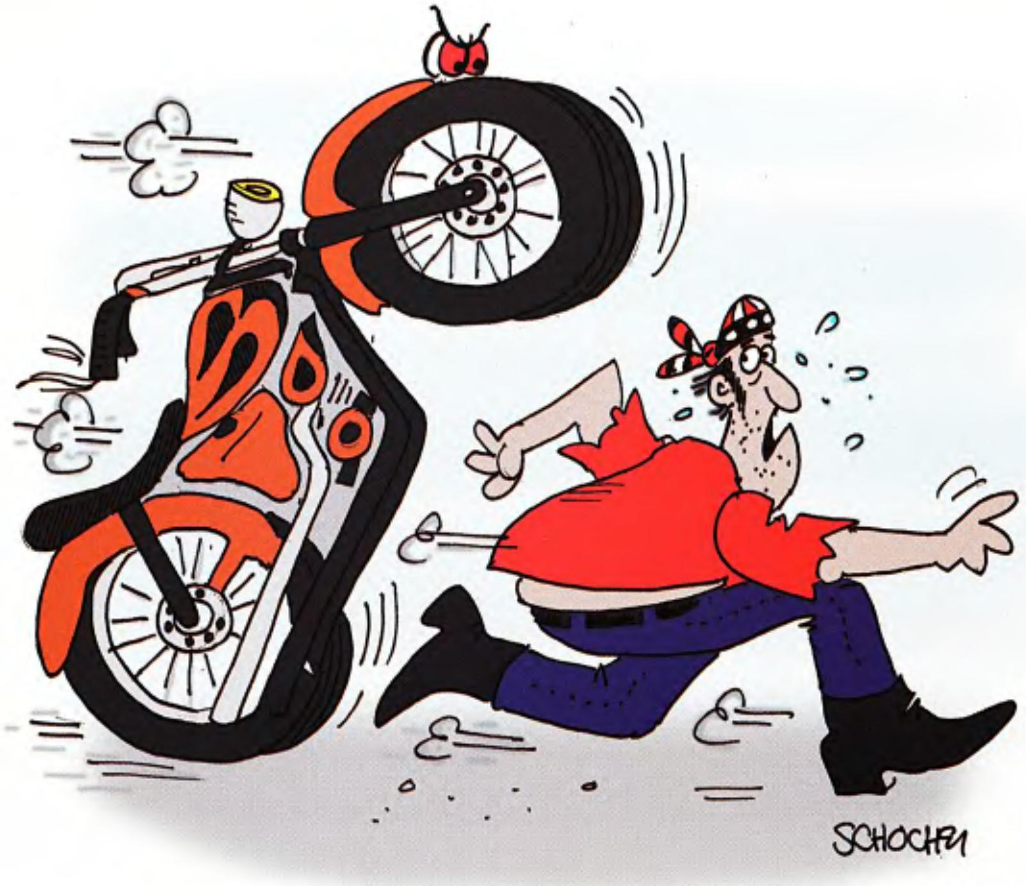
National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c			r	r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.



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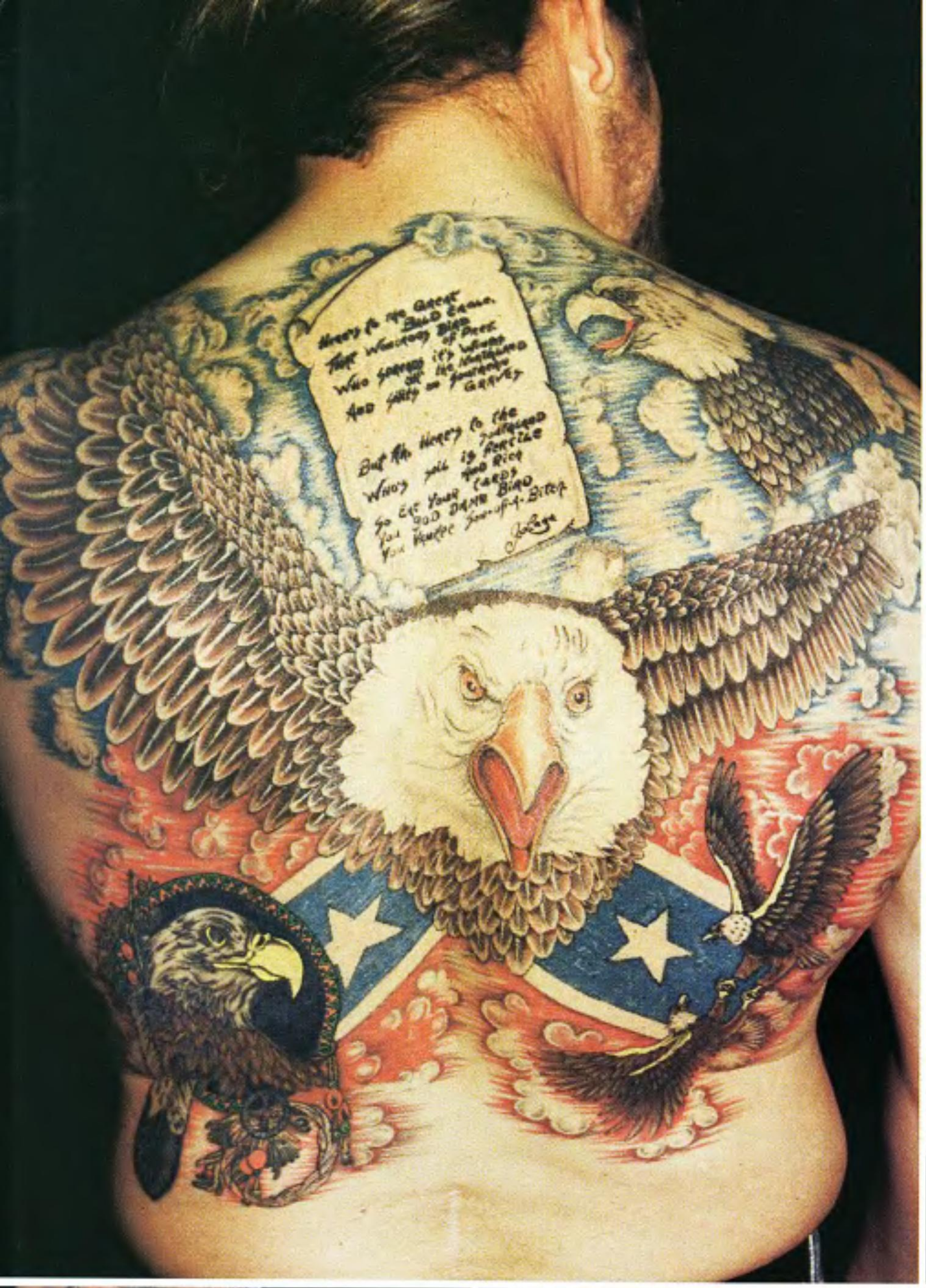
Showin' off your tattoos to the straight world can be just about as rebellious as moonin' your ol' lady's granny, fartin' in church, or dare we say it, ridin' "murdercycles". Tattoos are skin deep and life long. Taking the inkslingin' plunge means leaving the reality of Joe Citizen far behind. We've proudly gathered some of the best dermagraphics this side of hell for our annual Tattoo Special hot from the pages of our sister mags: *Tattoo*, *Tattoo Flash*, and *Tattoo Savage*.

The following pages of Biker Tattoos honor the lifestyle we hold dear, and show off the work of some amazing inkslingers. Special thanks go out to our *Easyriders* Senior Photographer, Billy Tinney who has been documenting the finest skin art on the planet for around 30 years now.

Take a good look at the ink pictured here, you might get an idea for your next tattoo. Hell, gettin' ink is habit forming. Can't you hear that buzzin' needle now? BZZZZZZZZZZ!

—Phantom

THE CHOSEN SLAIN



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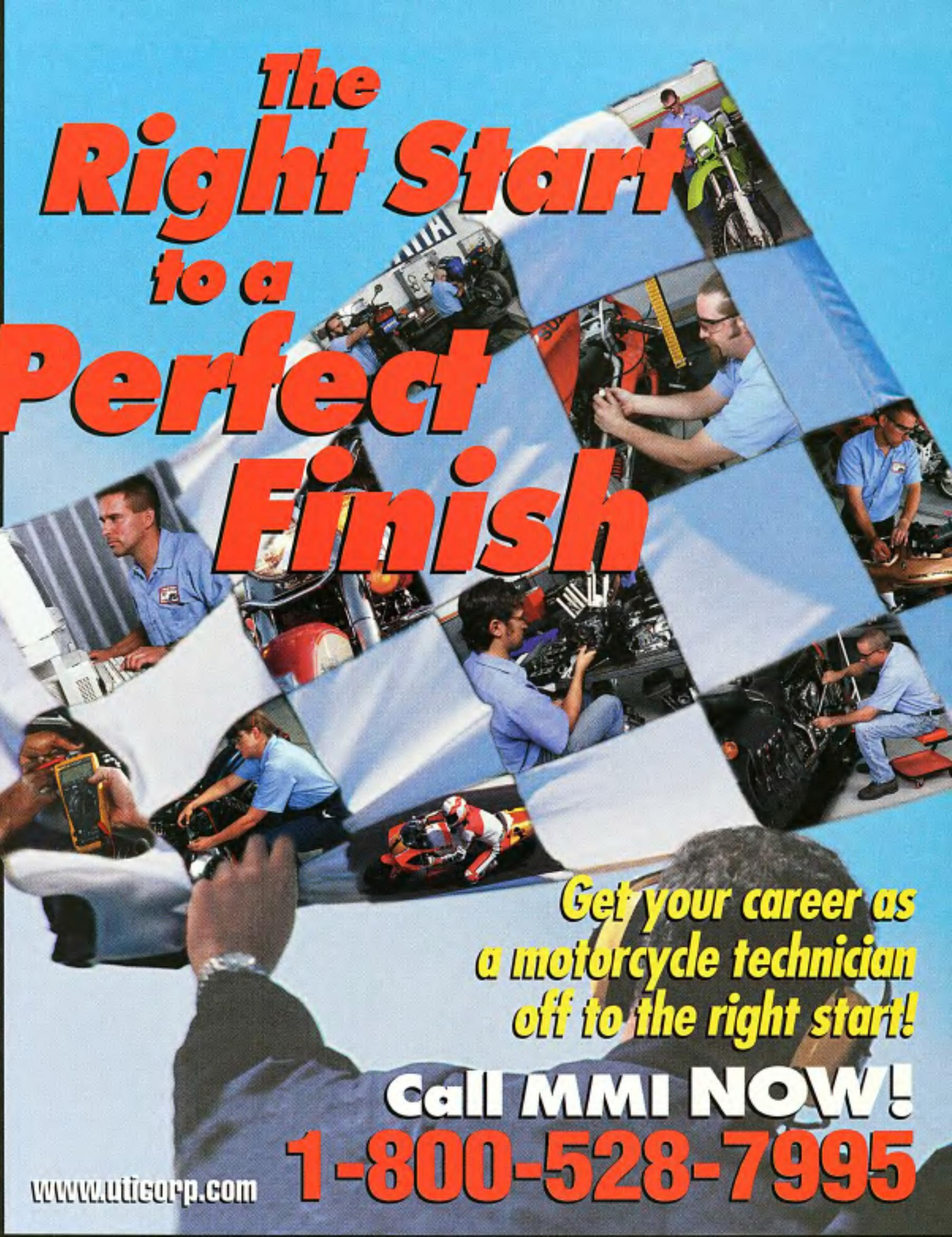

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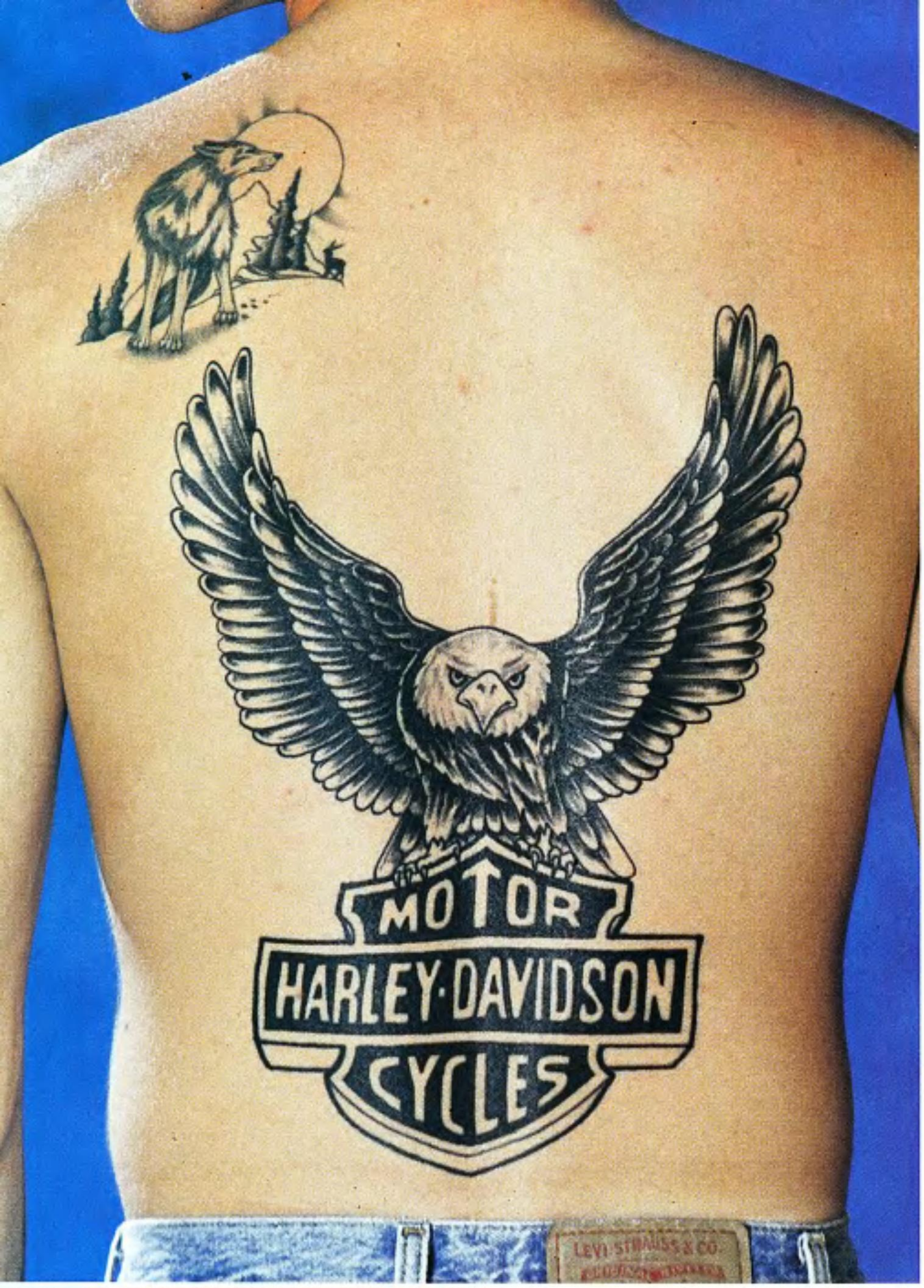
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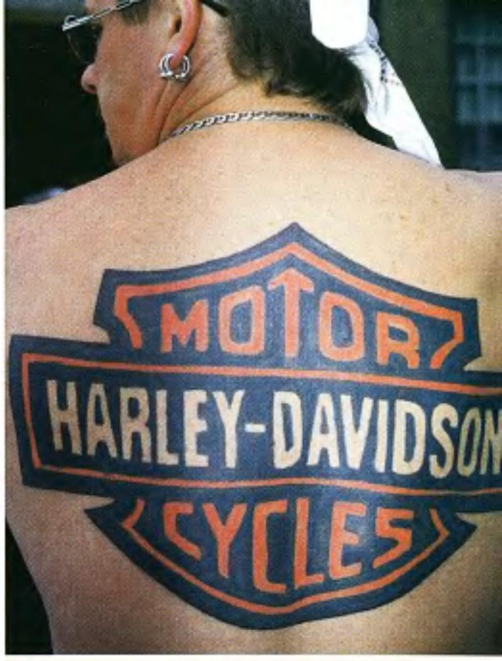
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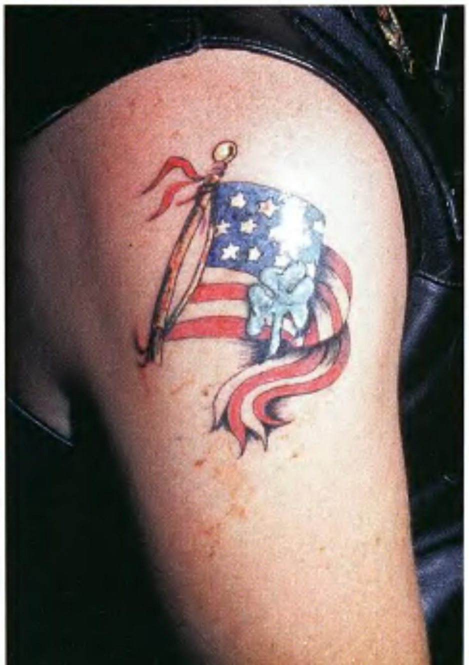

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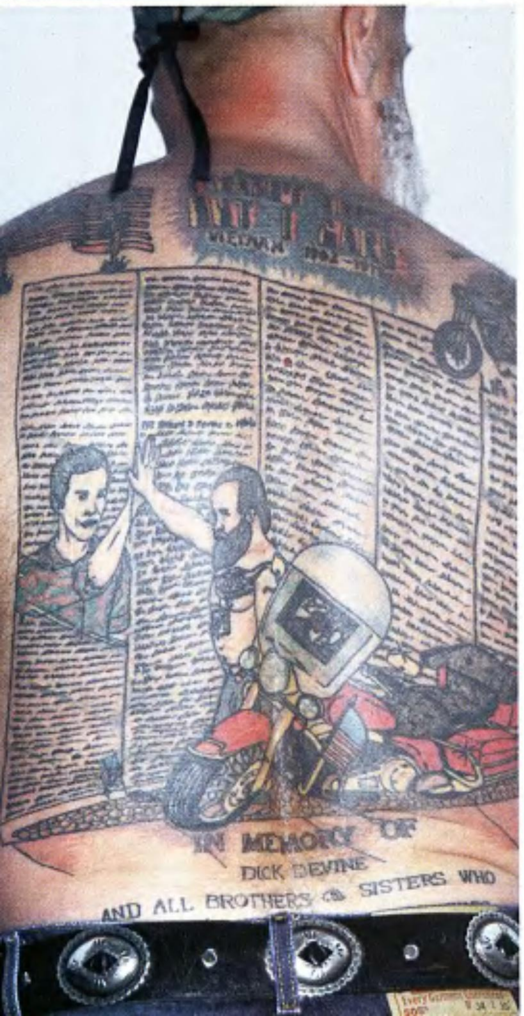

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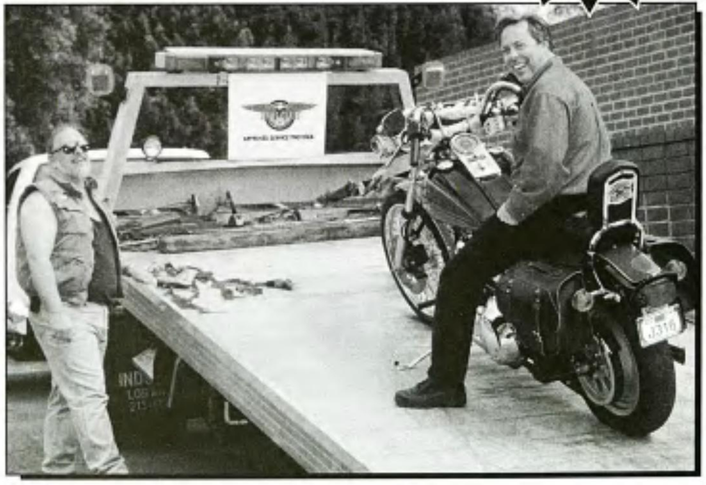

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Changin' Hands

AN ENGINE SWAP STARTED IT ALL

It seems that when your friends are as rabid about building new bikes as you are, there's lots of times when you're able to help each other out by either lending a little expertise or providing access to a much-desired part. George Jupin of Melbourne, Florida, is lucky to have Billy Lane, of Choppers Inc., on his list of friends, so whenever George needs a hand he knows just who to see.

Billy has made more than a few of George's two-wheeled dreams become reality by listening closely to his ideas. Then in true Choppers Inc. style, Billy manages to combine his friend-client's concepts with his own metalworking talents to unleash yet another rolling piece of head-spinning art onto the pavement. It seems George likes to keep changin' rides and Billy likes to keep buildin' 'em, so it all works out.

This time around, the project took shape when George and Billy decided to swap motors in order to start the killer chop you see here.

George wanted to off the '63 pan motor that he had been running in a bike known as the "Red Devil", when he found what he was looking for in the way of the '72 shovel mill Billy had hangin' around the shop. Once the motors changed hands and some concepts were kicked around, Billy set the project in motion by having Smitty at Spirit Enterprises balance and true the shovel's crank to perfection. Smitty then freshened up the top end and added an Andrews A-grind cam for a little added grunt. A little "chopper-ization" was achieved by bolting on an SU carb fit with a stack. Once the fuel is burned, it's blown out of a really trick set of free-flowing Choppers Inc. dual exhaust pipes.

Since George wanted the benefits of a 5-speed gearbox, but planned the bike to be a stripped-down chop, havin' a bulky-ass starter just wasn't gonna cut it—especially since the plan included running a Choppers Inc. open belt drive, sans any form of inner support. To fit the RevTech Softail-style 5-speed to the application, Billy shaved the starter boss off of the case, and fit a CCI kicker conversion kit to it. Billy then created the foot controls so that George could run a suicide shifter—old school, man.

While the driveline was still being finished, George stumbled upon an old Paughco springer at a local swap meet. Its classic look and 12-over dimensions seemed perfect for what he had in mind. It was disassembled and dropped off at Spacecoast Plating for a fresh layer of the shiny stuff, and once it was back together, it looked good as new. In the meantime, knowing the fork's dimensions, Billy constructed one of his Choppers Inc. rigid frames with 6 inches of stretch and 43 degrees of rake so the springer would handle perfectly once in place. Billy installed a set of his "Prison" bars and an internally routed throttle so there is absolutely no clutter on the bars whatsoever. A Bates-style chopper headlight was the final touch for the front end and the chassis was close to being done.

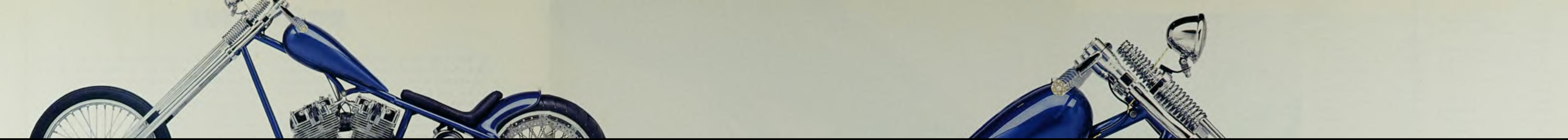
Billy created the rolling stock for the bike which consists of a spool-hubbed, brakeless 21-inch spoked wheel up front for a vintage climax for the springer, while the rear sports a modern Choppers Inc. hub, laced to an 8-inch wide hoop that houses a Choppers Inc. perimeter brake—talk about swept area on a brake! A 240 Metzeler was wrapped around the finished wheel and one of Billy's three-bar spinners gives the right side of the wheel some attitude.

Billy built the teardrop-shaped fuel tank, modified a Jesse James rear fender to fit and then had Mike shoot the House of Kolor blue paint that graces whatever isn't polished or chrome plated.

Billy also created the seat pan, which was covered by PDQ Upholstery, located in Melbourne, Florida. The final piece of the puzzle was a round oil bag from CCI, which has a built-in filter to keep the motor alive longer.

Once again, George and Billy have come up with a head-turner, but if the pair stay true to form, there will soon be another scoot under construction. Know anybody that wants to swap motors?

—Van Dyke



passin' gas

A Chinese man has three daughters. He asks his eldest daughter what kind of man would she like to marry.

"I would like to marry a man with a great dragon on his chest," said the eldest daughter. "The dragon would be a symbol of his great wisdom and strength."

He then asks his second eldest daughter what kind of man she would marry. Not to be outdone, the second eldest daughter answers. "I would like to marry a man with two dragons on his chest.

The man nods and turns to his youngest daughter. "And what kind of man would you marry my sweet child?"

Shyly the youngest daughter answers. "I would like to marry a man with one draggin' on the ground."

John Pierce
Richmond, Texas

A little boy walks in on his parents having sex. Startled, the little boy asks, "What are you doing to daddy?" The mother, thinking quickly explains, "Your daddy has gotten too fat so I am jumping up and down on him to get some of the air out.

Perplexed, the little boy says to his mother, "It won't do any good, the lady next door will just blow him up again!"

John Pierce
Richmond, Tx.

Five Belgians in a Audi Quattro arrive at the French border and a Custom's agent stops them. "Quattro means four," the agent says. "It's illegal to put five people in a Quattro."

"Quattro is just the name of the car," replies the driver. "Look, the owners manual says this car is designed to carry five people."

"You can't pull that one on me," replies the French official, "I'm placing you under arrest."

"You are an idiot!" the driver exclaims. "Call your supervisor."

"He can't come right now," the official replies. "He's busy with the two dudes in the Fiat Uno."

Buzzard
Central Cal.

Little Johnny's teacher gives the class a math problem to solve. She asks them, if there are three birds in a tree and a farmer shoots one, how many are left? Little Johnny raises his hand and says, "None, when the farmer shot the gun all the birds flew away."

The teacher says, "That is not really the answer I was looking for, but I like your way of thinking."

Little Johnny said he had one for her. "There are two women sitting on a bench eating an ice cream cone. One is biting and chomping on her cone and the other is licking and slurping hers, which one is married?"

The teacher answers, "The one that is licking and slurping hers." Little Johnny tells her, "Wrong answer, it's the one wearing the wedding ring, but I like your way of thinking!"

Dawn Matsen
Staten Island,NY

Two bros were discussing some parts for a bike when a lady walked into the Harley shop. One of the bros asked if he could help her and she said she was looking for a bike for her retired husband. So the bro showed her around until they came upon a Harley with saddlebags and a side car. As the lady leaned over and touched it, she let out a loud wet fart. Quickly straightening up, red faced and embarrassed, the lady asked how much the bike was.

The bro looked at her and said, "Lady if you fart just by touching it, you're really gonna shit your pants over the price!"

Yogi
Oklahoma

Two bikers are out on the road one starry night talking about their favorite sex positions. One says, "Ever had rodeo sex?"

"Ain't heard of that one," says the other biker, "What is it?"

"Well, you get the broad down on all fours and you mount her from behind. Then you reach around and cup her jugs and whisper in her ear, 'Boy, these feel just like your sister's!' And then see how long you can hang on."

Slasher
Lone Star State

A man was eating in a nice restaurant, and there was a gorgeous blonde sitting at the table across from him. Suddenly, she sneezed and her glass eye popped out, flying towards his table. With quick reflexes, he caught it in mid-air. "Oh my God, I am sooo sorry," said the woman as she approached his table. "Let me buy you dinner and make this up to you." They had a wonderful time together, and afterwards she invited him back to her place for a drink. They went to her place, and after one drink she began to undressand they had wild and passionate sex lasting long into the night. The next morning, he awoke as she was bringing him breakfast in bed. The guy was amazed. "You know, I think you are the perfect woman. Are you always this nice to men you meet?"

"No," she replied, "you just happened to catch my eye."

Kimchi
Hellhole, Texas

There was this bro who went golfing every Saturday and Sunday. It didn't matter what kind of weather, he had to have a round of golf every weekend. One Saturday he left the house early and headed for the golf course, but it was so bitter cold that he went back home. His ol' lady was still in the sack when he got there, so he took off his clothes and snuggled up to her ass and said, "Terrible weather out there."

She replied, "Yeah, and can you believe my stupid ol' man went golfing?"

Rooster
Ventura, Ca.

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: George Jupin
City: Melbourne, Florida

General

Fabrication: Choppers Inc.
Year/make: 1972/Harley-Davidson
Model: FLH
Assembly: Tom, Joe and Billy

Engine

Year: 1972
Model: shovelhead
Rebuilder: Smitty
Ignition: magneto
Displacement: 74 cubic inches
Lower end: Smitty
Balancing: Smitty
Pistons: Harley-Davidson
Cases: Harley-Davidson
Heads: Harley-Davidson
Cam: Andrews
Lifters: Harley-Davidson
Carb: SU
Air cleaner: velocity stack
Pipes: Choppers Inc.
Mufflers: no way

Transmission

Year: RevTech
Modifications: kickstart only
Shifting: suicide

Painting

Painter: Mike
Color: cobalt blue
Type: House of Kolor

Frame

Year: 2000
Builder: Choppers Inc.
Type: hardtail

Accessories

Bars: Choppers Inc. prison bars
Risers: Choppers Inc. six gun
Handlebar controls: internal throttle only
Fenders: Jesse James
Headlight: Bates-style
Taillight: Choppers Inc.
Speedo: wind in the face
Dash: nope
Front pegs: Chronic choppers
Rear pegs: why?
Electrics: minimal
Foot controls: Choppers Inc.
Gas tank: Choppers Inc.
Oil tank: Custom Chrome
Oil system: S&S
Primary cover: none
Seat: PDQ Upholstry
Sissybar: why?
Mirrors: no way
Grips: Choppers Inc. six gun

Forks

Type: springer
Extension: 12 inches
Builder: Paughco
Special features: re-chromed

Wheels

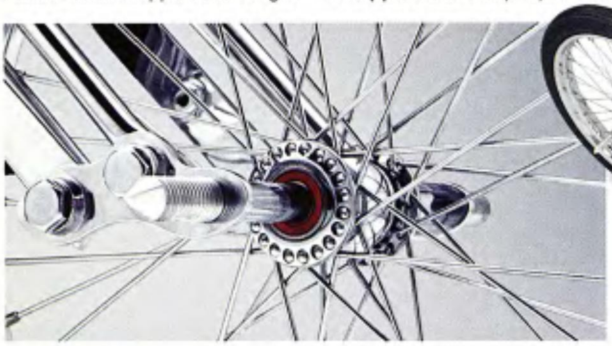
Front

Size: 21-inch
Hub: spool
Rim width: 2-inch
Tire: Avon
Brake: none

Rear

Size: 18-inch
Hub: Choppers Inc.
Rim width: 8.00-inch
Tire: Metzeler
Brake: Choppers Inc.

Photos: Michael Lichter
Choppers Inc: (321) 757-7262



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HARLEY'S NEW 2002 V-ROD

WEAPON

Almost everyone has heard the rumors of a water-cooled Harley, and many people have even seen the spy photos circulating on the Web of a black blur of a motorcycle flying through a turn, but when we walked up to the drag strip at Irwindale Speedway, it felt like being hit by a ton of bricks. What was this futuristic machine that sat poised, looking like it was ready to fly down the1/8-mile track? Simply put—the Harley-Davidson V-Rod.

Sure, this silver hot rod, er, V-Rod, is a stunning departure from the tried-and-true Harley platform, but there is still something very familiar about its features. The rear fender is immediately reminiscent of the Deuce, but sleeker and more refined. The heads and rocker boxes give a nod to the Twin Cam, but noticeably absent are the pushrods that have operated the H-D's valves since the dawn of time. Instead, lurking atop each of the high-performance cylinder heads of the new Revolution motor, as it's called, are four separate cams that are spun by hydraulically-tensioned chains which operate each of the four valves that sit poised above the cylinders.

Adjustment of the lash on the new valve train is achieved by using a shim-under-bucket setup that requires adjustment at 10,000-mile intervals. Not only does this new head design increase flow dramatically, but when coupled with the new down-draft, sequential-port fuel injection, it's easy to understand how and why this new motor can deliver the 115 horsepower it boasts. Of course, the 11.3:1 compression ratio doesn't hurt either.

Housed in the top half of the crankcase, below the heads, are a pair of cast iron, drop-in cylinder liners that utilize double O-rings to keep the coolant where it should be. Coolant? Oh, yeah, it's water-cooled, remember? Guess that's why they slid a radiator in front of the motor. And, believe it or not, it's relatively easy on the eyes and certainly will increase engine life.

Gone is the old built-up crankshaft and relatively low rpm limits of the beloved V-Twin, replaced by the long awaited 60-degree, water-cooled mill. Instead, residing inside the horizontally split crankcase, you'll find a pork-chop crank and side-by-side rods running on plain bearings that is capable of spinning to 9,000 rpm. Imagine nailing the throttle on a Harley that's already spinning at five grand and watch as the tach climbs to its limit as your butt is pinned to the seat by the 115 ponies you have in your hands. A definite forearm workout. The smaller crank mass does result in lower torque numbers, about 74 foot-pounds, but with as much horsepower as this baby creates, the huge torque figures we're used to aren't missed. The over-square 3.94-inch bore and 2.83-inch stroke yields a relatively small, by today's standards anyway, 69 cubic inches, or 1130 cc for you metric-thinking types.

To transfer all this power to the rear wheel, Harley designed a completely new trans that is driven by a 9-plate wet clutch. Gone is the primary chain, replaced by a high contact ratio spur gear. Another interesting aspect of the gearbox, is that Harley made use of helical-cut gears for second through fourth gears, while first and fifth are the more traditional spur-type gears. Power delivery is extremely smooth and an entire morning of editorial abuse on the drag strip didn't phase the clutch or gearbox one bit. Impressive!

After tearing up the track, the conglomeration of media hounds filled their collective bellies at the Harley-sponsored lunch and then mounted a small armada of these alien-looking vehicles for an invigorating ride up one of the nearby canyon roads. A great chance for us to explore the handling and lean-angle capabilities of the new machines. And once again, we were pleasantly surprised at just how well the V-Rod performs. It was all we could do to scrape a pipe or footpeg as we climbed up the snake-like canyon to its crest. After snapping a few obligatory photos, we were turned loose to play for a few more hours—tough job but somebody has to do it.

The V-Rod's chassis is quite a departure from what we're used to seeing. The top frame rails are hydro-formed to create the intricate bends that wrap around the motor and the lower frame rails are then bolted on, this allows easy engine removal since the motor is as tight a fit as you can imagine.

There are even more features and changes than we can list here, including accessories like helmets, jackets and gloves as well as saddlebags and even a backrest to keep your passenger from being left in the dust during moments of throttle indiscretion. So if this sounds like fun to you, drop by your local Harley dealer soon...the future is closer than you think.

Look for a test ride right here, as soon as Harley lets us get our mitts on one of these Rocketeer rides. —*Van Dyke*

Photos:Harley-Davidson and Ken Ross

2ND ANNUAL

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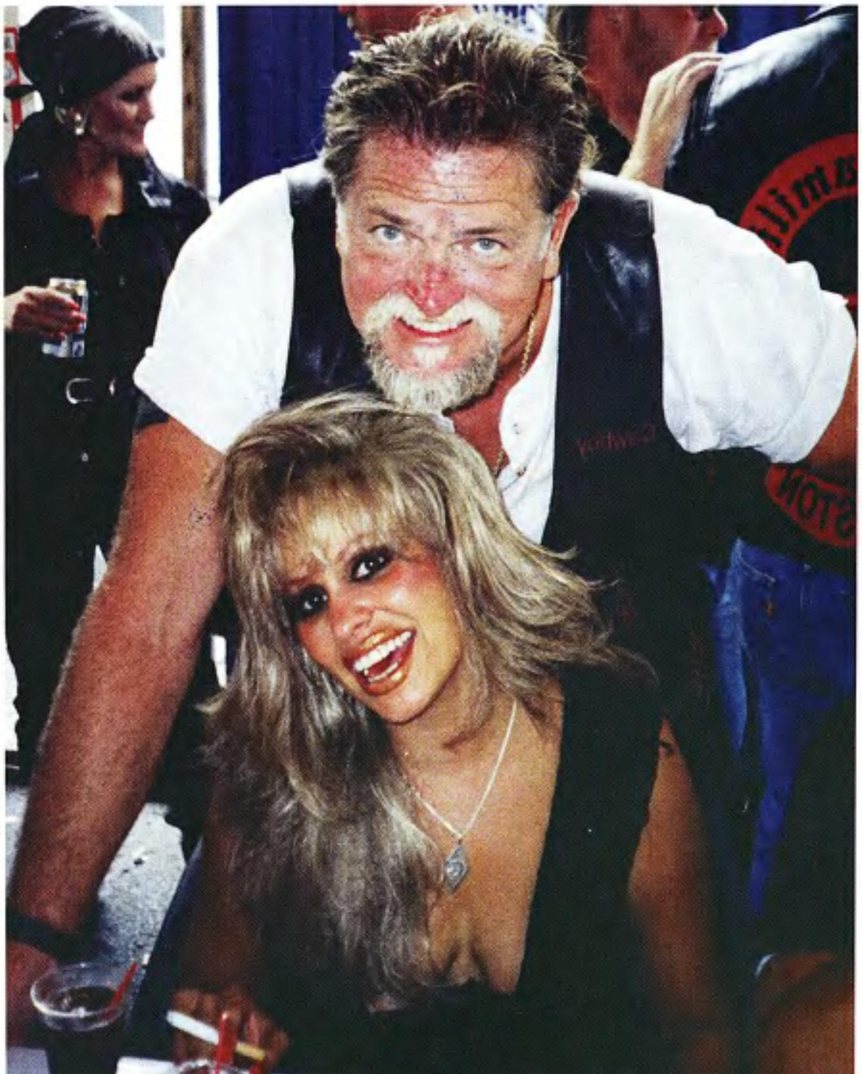
Don't stick it out if you ain't gonna use it. *—Mike Cureton, Glencoe CampResort Parade 2000, Sturgis, S.D.*

Exotic birds. *—Owen Kudor, Pensacola, Fla.*

Sneak peek. —*Bob Russo, Hallandale, Fla.*

Old-school scoot. —*Katmandu, Port St. Lucie, Fla.*

Dom doll. —*Lou Camerota, Key West, Fla.*



Gettin' friendly at Gunner's Lounge, Sturgis 2000. —*Vic Pecorino, Huffman, Texas*

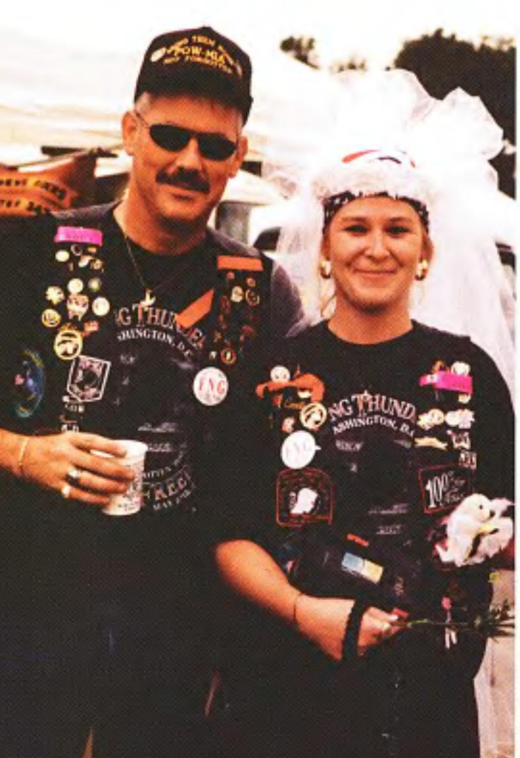
Queen of the highway. —*Wrongway, Stuart, Fla.*

—*Stephanie Belgard, Alexandria, La.*

Vietnam Veterans MC at Veterans Day Parade 2000. —*Cutter, St. Louis, Mo.*

Plump pippins at Daytona Bike Week. —*Toby Grist, McKinney, Texas*

Triple Playmate treat for Roger, Jerry and Cam at Deadwood, South Dakota, Sturgis Rally 2000. —*Cam Barron, Brandon, Manitoba*

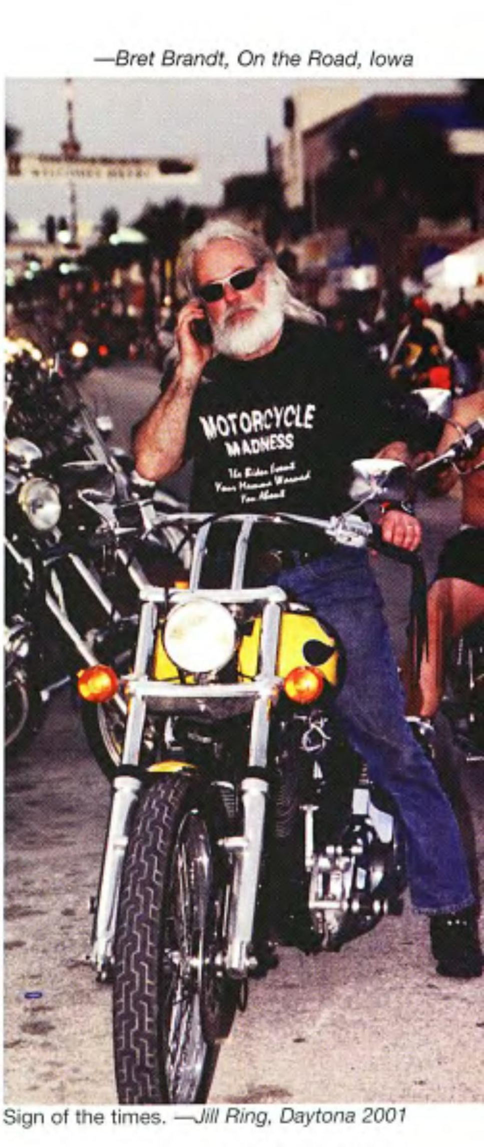


—Lou Camerota, Washington, D.C.

On the warpath. —Bret Brandt, On the Road, Iowa

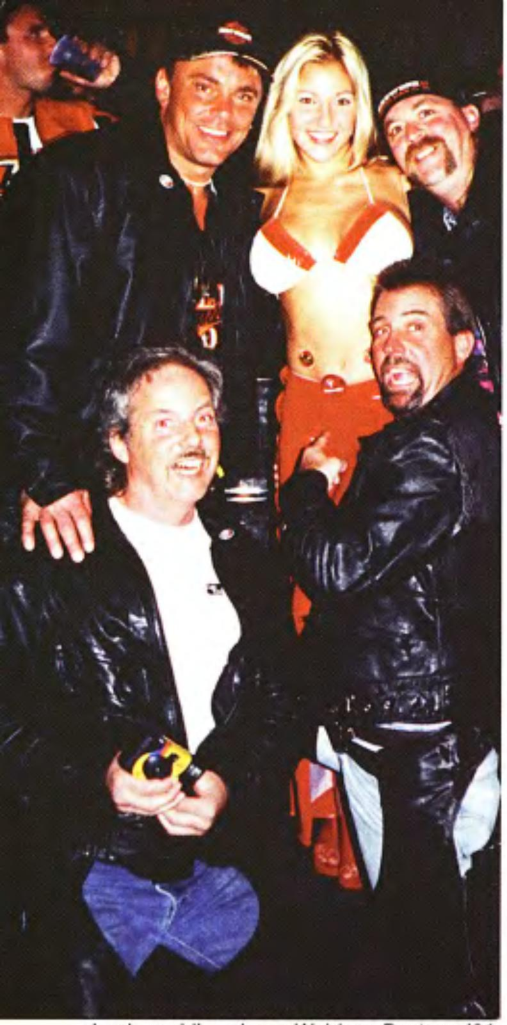
Boob alert. —Vincent Taiani, Suffern, N.Y.

—Vicki Bennett, Lakewood, Colo.

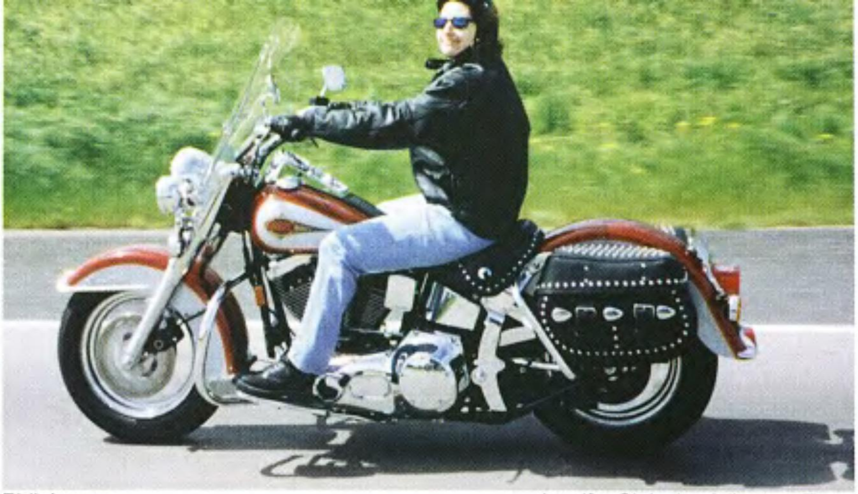


Sign of the times. —Jill Ring, Daytona 2001

Sons of the beach at Daytona Bike Week 2001. —Jay Fulkerson, Henderson, N.Y.



Look, a girl! —*Jesse Weidner, Daytona '01*



Ridin' easy. —*Jennifer Cinicolo, Arlington, Texas*

They plump when ya cook 'em. —*Pistol Pete, Okeeheelie Park, W. Palm Beach, Fla.*

What more could a bro want? —*Judy Brown, Salisbury, N.C.*

BOO! —*Ray Owens, Welcome, N.C.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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The Alien

UNDER THE RADAR AND SNEAKING IN FROM OUTER SPACE

The biggest store in the Easyriders franchise chain just made the biggest bang in the custom-bike universe. "The Alien" is like nothing before it, but you can bet there'll be others that try to follow. Clif Fodge, headman at Easyriders of Albuquerque, set out to break the mold with this one and, not incidentally, break his store and shop away from the pack. The Alien travels to a whole different galaxy. "It's the kind of bike that requires creativity, its components are mostly all one-off," Clif says. "It's definitely not a kit-bike custom."

Built to build a name for the store as a custom-bike contender, The Alien does that and more. An exotic bike, front to back, there's no mistaking this one for a tricked-out Softail. "We wanted it to be low and long, and not a look-a-like." It is, and it isn't.

Clif found the Walz Hardcore Cycle frame, which is at the base of this bike, while killing time on the Internet waiting for a vendor to show up with a shipment of parts for the store. Designed and built in Hockenheim, Germany, it's a dragster, and not in name only; the frame is built for racing. A mean, piece of "masculine-looking" go-fast business, the Albuquerque crew felt that with the right sheetmetal, plenty of patience, and the right mix of other needed bits, it could be turned into a knockout show bike, too.

They were right, but it wasn't easy. "Just importing the frame and the other Euro parts we needed was a major headache," Clif remembers. "It took months to get everything in." It was worth the wait. The parts are something special. Forgetting the frame for a minute, look at the headlight, just one of the European

imports used here. Is there any wonder why the bike is named The Alien? The handlebar controls are all Euro too, as are the wheels. "In everything we used," Clif explains, "we searched out the smoothest possible shapes and metals."

With the bare frame on the ground the guys began to get a vision of how they'd turn a racebike into a custom. The need for a long, sleek gas tank was immediately apparent, and the need was filled (no pun) with a Battistini piece stretched an additional 5 inches. More than that, the tank was formed to flow into a line that starts at the neck gusset and continues through to the seat pan and then into the rear fender. All the metalwork was done by Frank Rafferty, another member of the Easyriders Albuquerque team.

Pete Rumschlag, a world-class body man and painter, serves

as project manager on all the shop's customs, and did the same here. "But it was a team effort," Clif emphasizes. "We have all the right people here, the machinists and sheetmetal workers and painters and mechanics and assemblers. Every member of our team has an eye for good customs, too." The Alien showcases that.

The color took thought, too. No one wanted black, yet everyone felt this bike couldn't be a light color, either. And because all that metal is so smooth, all the lines so flowing, and because there are no visual interruptions by things like ball-end milling, they didn't want to complicate things with a lot of graphics. House Of Kolor "Passion Purple" got the final nod.

Easyriders of Albuquerque has been open for four years now. With more than 20 people on the payroll, they'll sell more than 400 bikes a year. They've just recently moved to new, even bigger facilities, with a 6,000-square-foot service area and a full-service restaurant, The Easyriders Grill, right inside the building. By any account, it's a booming business. Now, and by any definition, it's also a smart stop for anyone on the trail of a full-on custom. Interested? The address is 1220 S. Renaissance NE, Albuquerque, New Mexico 87107; (505) 830-3279.

—Joe Kress

Owner: ....Clif Fodge
City:......Albuquerque, New Mexico

General

Fabrication: ....Frank Rafferty/Gearheads
Year and make: ....2000 Special Construction
Model: ....The Alien
Assembly: ....Willy Anderson
Time: ....1 year
Chroming: ....not much

Engine

Year and model: ....2000 Evo
Rebuilder: ....Titan
Ignition: ....Crane Hi-4
Displacement:......112 cubic inches
Lower end: ....S&S
Balancing: ....Titan
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S
Cam: ....S&S
Lifters: ....S&S
Carb(s): ....Mikuni 45mm
Air cleaner: ....Joker
Pipes: ....Samson

Transmission

Year: ....2000 Baker Design
Modifications: ....JIMS gears
Shifting: 6-speed
Engine sprocket: ....Primo 3-inch
Trans sprocket: ....open

Paint

Molding: ....Pete Rumschlag
Painter: ....David Micklevitz
Color/type: ....Passion Purple, House Of Kolor

Frame

Year: 2000
Builder: ....Walz Hardcore Cycle
Type: ....Dragster
Rake: ....40 degrees
Shocks: ....Progressive Suspension

Accessories

Bars: ....Easyriders of Albuquerque
Risers: ....Jim Nasi
Handlebar controls: ....Euro
Fender(s): ....Frank Rafferty
Headlight: ....Alien
Taillight: ....Arlen Ness
Speedo: ....none
Dash: ....none
Pegs: ....RC Components
Electrics: ....Easyriders of Albuquerque
Foot controls: ......RC Components
Gas tank: ....Battistini, stretched 5 inches
Oil tank: ....Walz Hardcore Cycle
Oil system: ....stock
Seat: ....Danny Gray
Sissybar: ....none
Mirrors: ....Performance Machine
Grips: ....Gearheads

Forks

Type: ....41 mm
Extension: ....2 inches under
Builder: ....SJP

Wheels

Front

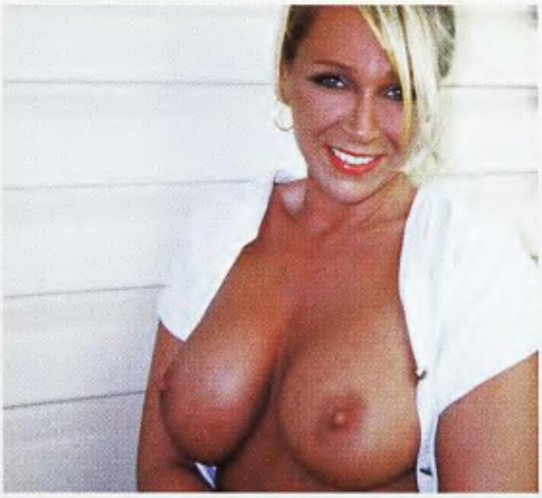
Type: ....Ricks
Size: 18-inch
Rim width: 2.5-inch
Tire: ....Pirelli
Brake: ....SJP

Rear

Type: ....Ricks
Size: 16-inch
Rim width: 9-inch
Tire: ....Avon
Brake: ....RC Components
Photos: ....Paul Martinez

Meet May's Winner

Bring on the dancing girls! Your May winner is none other than feature entertainer (that means first-class dancer to all you shy folk) Zoë Britton. Zoë actually caught our eye, and a few other things, a year or so ago when she entered the Exotic Dancer Guide we ran in our May 2000 issue. "I just love dancing and being around guys and girls like the ones in *Easyriders*, so I thought I'd give the Fox Hunt a try." And give it a try she did. Many of you wrote in asking for this hottie's address, and I gotta tell ya, some of the bribes were pretty interesting. However, this is one of those things locked in a file cabinet, guarded by one bald staffer with a baseball bat. Anyway, after winning the contest we flew her from her wide-open town of Dallas, Texas to sunny SoCal to shoot our Halloween Spectacular! Although there were a couple of hangups (see the story on page 98), Tom and the crew from Performance Specialties gladly helped us out. After the shoot, and a quick change of clothes, it was time to party. Some orange-shirtted rodents tried to ply her away from her escort, but were shut down immediately when they were told, "you guys are so cute, you're all the same age as my mom!" Ouch! Wanna see this little hottie in person? Click yer mouse (the computer one) over to: www.legacyentertainment.com to find the club nearest you. Tell 'em we sent ya. Yes, they're real! —*Hugh G. Recksbun*



Fran—Georgia

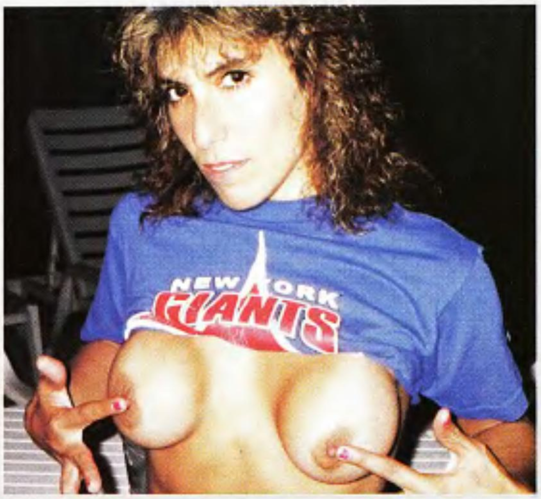
#1001

"My first ride left me baffled, mind-boggled, and bewildered. It felt soooo good, my body was comfortably numb. Highly addictive."

KD—California

#1002

"My first ride was extremely exciting, wickedly wild, and tremendously free. It was hard to describe (ha-ha). I knew I was home on that Harley."



Cheryl—Florida

#1003

"On my first ride all I ended up wearing was my helmet and lipstick...and the helmet didn't last long!"

Lisa—Arizona

#1004

"After my first ride I had to go right home and have sex with my man."

Amy—North Carolina

#1005

"There is nothing like thunder between your legs! My first ride was very stimulating and it just keeps getting better with each ride."

Holly—Utah

#1006

"My first ride ride was a true Milwaukee Vibrator! A rigid shovelhead, the bike not the owner. It made me realize I was born to ride."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

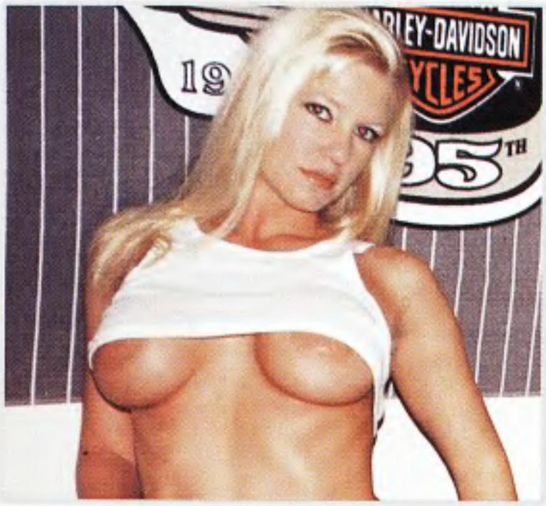
1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #340 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes September 1, 2001. The voting deadline for this month's crop of cuties is September 30, 2001. We'll announce the winner in the February 2002 issue.



Here she is, bros, the June 2001 winner in our monthly Fox Hunt, Erin, #603, from Oklahoma City, Oklahoma. See more of her next issue.

340

FOX HUNT
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Agoura Hills, CA
91376-3000

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Model's Name____________________
Address ____________________
City__________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
I am _____ years of age, born ____________________
I will pose fully nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City__________ State________ Zip ________
Daytime Phone ( ) ________ Evening Phone ( ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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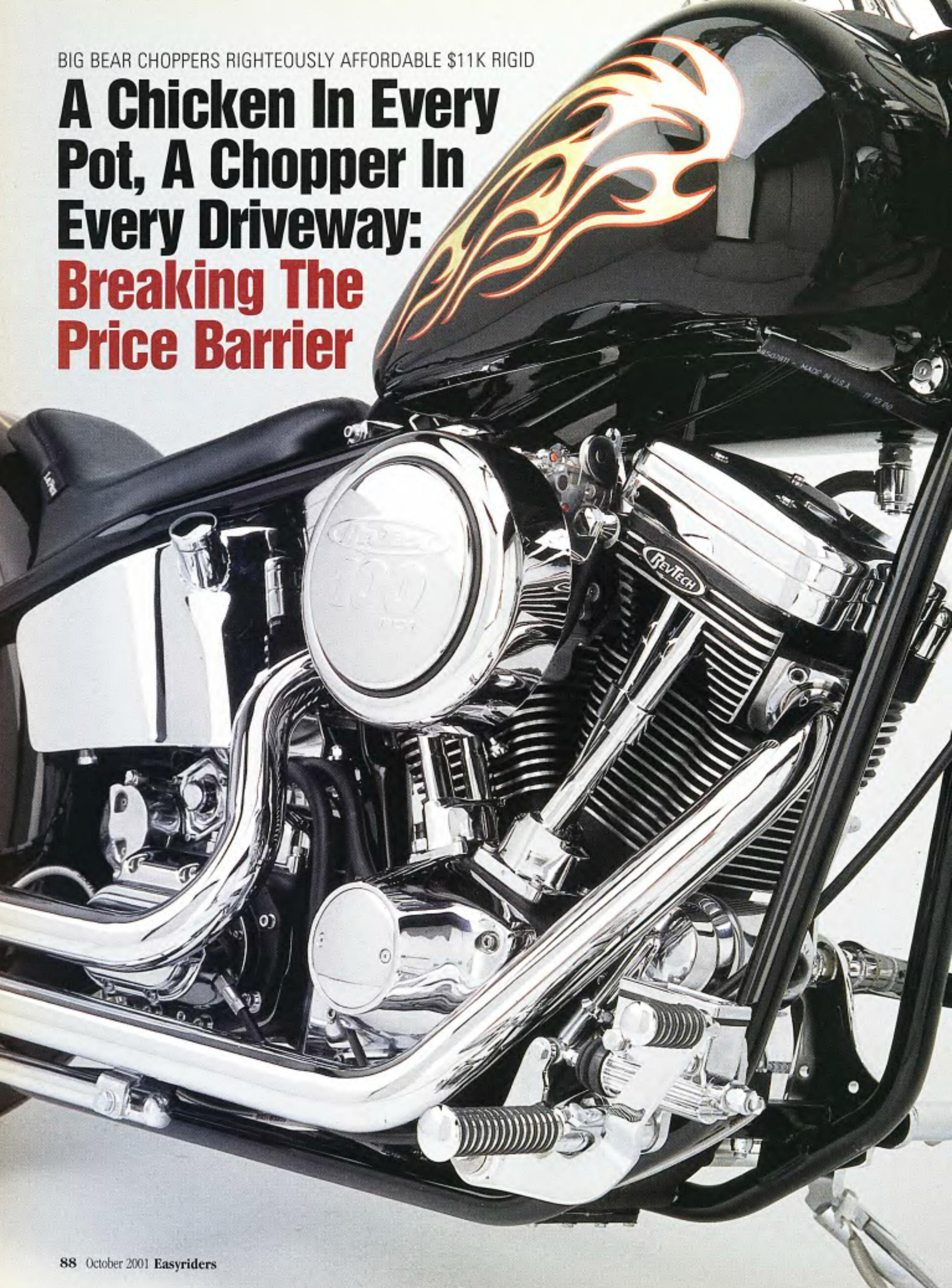
BIG BEAR CHOPPERS RIGHTEOUSLY AFFORDABLE $11K RIGID

A Chicken In Every Pot, A Chopper In Every Driveway: Breaking The Price Barrier



It almost sounds and looks too good to be true, but it's true. Kevin Alsop of Big Bear Choppers Cycles has literally made a custom chopper that breaks the price barrier. In other words, he's made a righteously affordable rigid.

We're not talking some bare bones, anemic, wannabe scooter. By way of introduction, you might have seen one of Kevin's high-end customs on the cover of last December's *Easyriders*. Now he's ventured to the other end of the spectrum.

"I wanted to make a custom chopper available to the average guy. That's why I'm selling this bike kit for $10,995 (not counting postage and handling)," Kevin says. "That's a complete motorcycle with a 100-inch, 100-horsepower RevTech motor, BDL belt-drive, and 6-speed trans. The owner assembles it and adds his paint. If you want us to assemble it and custom paint it, then the price is still only $13, 995."

The ratio of people putting together their own kits versus having the Big Bear shop do the wrenching is about 50-50, reports Kevin. The 2001 Rigid Chopper seen, and owned by Las Vegas resident Doug Jacobs, was put together in a miraculous four days from scratch with only Kevin on the job, while the custom paint with 24k gold leaf is the handiwork of Mike "The Kid" Hasbun.

"As for the kit, it's a pretty basic job for anyone since the wheels come laced, the engine's completely assembled with the carburetor already attached and the ignition timed. You simply drop in the

motor and lock down the four bolts. The transmission's assembled and the wiring system is already built; the owner just lays it on the bike and follows the simple A to B wiring connection instructions."

Kevin purchases most of his parts from Custom Chrome, and his profit margin is minimal. But there's a method to his rock bottom price madness. "It's true that I make a relatively small amount per kit, but half the time my customers opt for me to go ahead and build them a full-blown custom. All that fringe benefit comes in as a result of the ultra low cost of the base bike. It's taken off and really gone well. Just next week alone, I've got three projects coming in, and it keeps growing. It's a great promotion and a win-win situation for all involved. You can run the kit's cost on a credit card and, presto, you have a custom bike. I used to build the $40-50,000 customs, but then I realized that was a rare situation. I wanted to build a bike that the average guy could afford. There's a much bigger market for $10,000-range bikes out there, because it's an attainable goal, a dream that can be realized by real-world people. Our bike kits are attracting a lot of attention, and as an offshoot I've got people coming in for $40K custom bikes, so it works for everyone."

As far as registration, the owner, after building it or having someone else build it, registers it as a "special construction." Kevin will walk the new owner through the registration part, which he says is pretty simple. Kevin is also offering financing at the killer rate of 8.99% through Horizon 2000 of Arizona. "Last week we had two people get their loans, and Horizon sends the check out the next

motor and lock down the four bolts. The transmission's assembled and the wiring system is already built; the owner just lays it on the bike and follows the simple A to B wiring connection instructions."

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day." It helps that the motors have a two-year warranty and the tranny has a five-year warranty. Add a Santee frame, a Jesse James rear fender, a 200-series Avon rear tire, a Le Pera saddle and you know it's a bike kit with clout.

Kevin's been in business for about three years in Big Bear, California, and knows what it takes to make the grade. "I started out with $200 in the bank and a tool box the size of a lunch box. I worked out of a two-car garage next to someone's house. Five months later I moved into an 800-square-foot shop, and spent two years there. I just moved into a 1,500-square-foot shop, and we're getting ready to double the size. I know we're going to smoke this summer, and the kit sales are going to go ballistic as the word gets out. I've already had to hire two more mechanics."

It really does sound like the offer you can't refuse. You could say Big Bear Choppers has made the dream come true—an affordable chopper in every driveway. For more info contact Kevin at (909) 878-4340, or through their Web site: www.bigbearchoppers.com. —*P.G.*

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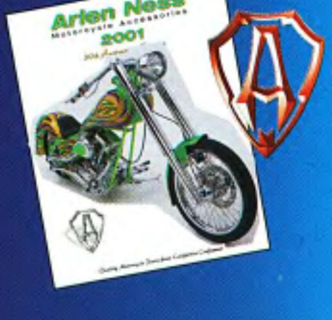

Owner: ....Doug Jacobs
City: ....Las Vegas, Nevada

General

Designer:......................Kevin Alsop
Fabrication: ......Big Bear Choppers
Year and make:........2001 Chopper
Model: ....rigid
Value: ....$10,995 to start
Assembly: ....Kevin Alsop
Time: ....4 days!

Engine

Year: 2001
Model: ....RevTech
Rebuilder:..........................RevTech
Ignition:..................................Crane
Displacement:......100 cubic inches
Lower end: ....RevTech
Balancing: ....RevTech
Pistons: ....RevTech
Heads: ....RevTech
Cam:.................................RevTech
Lifters: ....RevTech
Carb(s):..............................RevTech
Air cleaner: ....RevTech
Pipes: ....Dyno Power

Transmission

Year: ....2001 RevTech 6-speed
Modifications: ....n/a
Shifting: ....foot
Engine sprocket:......................BDL
Trans sprocket: 33-tooth
Wheel sprocket: 70-tooth

Painting

Painter: ....Mike Hasbun
Color/Type: ....gold
Type: ....flames
Special paint: ....24k gold leaf

Frame

Year: 2001
Builder: Big Bear Choppers/Santee
Type: ....rigid
Rake: ....38 degrees
Stretch: ....2 inches
Modifications: ....black powdercoating by Powder Concepts

Accessories

Bars: ....12-inch apes
Headlight: ....Custom Chrome, Inc.
Handlebar controls: CCI
Taillight: ....Custom Chrome, Inc
Speedo: ....Custom Chrome, Inc
Dash: ....Custom Chrome, Inc
Front pegs: ..Custom Chrome, Incl
Rear pegs: ....none
Electrics: ....Wire Plus
Gas tank: 5-gallon
Oil tank: ....Custom Chrome, Inc
Oil system: ....Custom Chrome, Inc
Primary cover:..........................BDL
Seat: ....Le Pera
Mirrors: ....Custom Chrome, Inc
Grips: ....Custom Chrome, Inc

Forks

Type: ....wide glide
Extension: 2-inch
Builder: ....Big Bear Choppers

Wheels

Front

Size: 21-inch
Hub: ....Custom Chrome, Inc
Rim width: ....stock
Tire: ....Avon
Brake: ....RevTech

Rear

Size: ....16 x 200
Hub: ....Custom Chrome, Inc
Tire: ....Avon
Brake: ....RevTech

Photographer: ....John Wycoff

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BIG AL DOES IT AGAIN!

He's gonna do it again! The big man with the big heart is fixin' to put on another kick-ass event. Big Al Martinez, owner of Martinez Paint and Body of Orange County, knows how to throw a party. Twice a year (in June and October) he tantalizes us with gorgeous girls and badass bikes. This October Big Al will throw another whoop-de-do and to whet your appetite for bikes, babes, great live music, vendors and more, here's the scoop and some fab flix of last October's doin's.

Al is well known in SoCal for his wild custom paint jobs on cars, trucks and bikes. No one else we know marries together doing great custom work and showing great custom work to the world by staging a dozen terrific car, truck, and yes, bike shows every year. The All-American Motorcycle show is a chance to ride your scooter in beautiful SoCal in October, when the rest of the country is already feelin' that winter chill.

Al's events company, Intershows Motosport Promotions Inc., hosts this "end of summer" party up in the hills at Hidden Valley Park in Irvine, California.

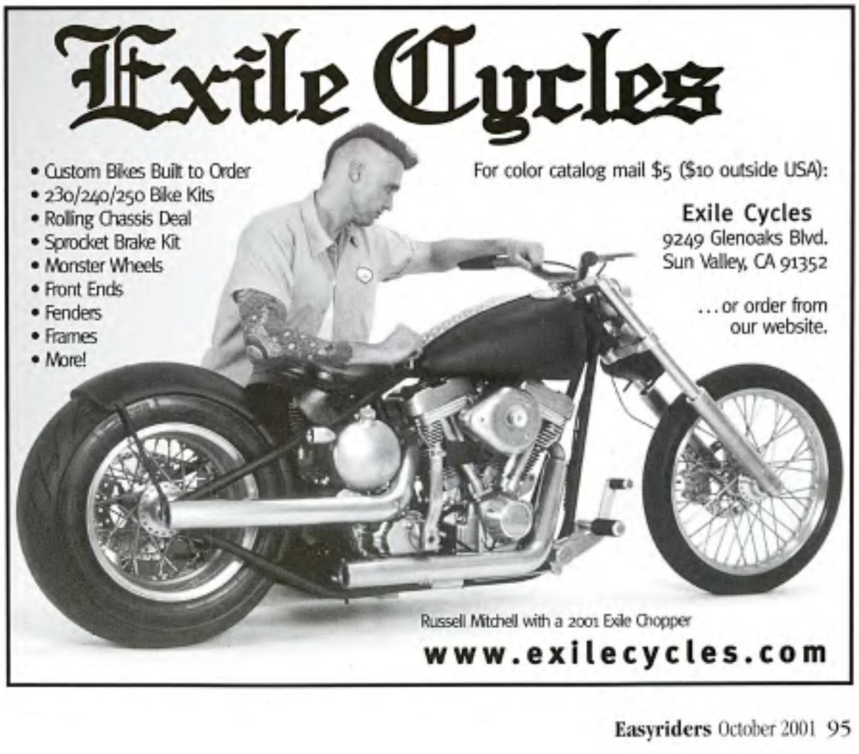
Photos: Pete Alva

THE ALL-AMERICAN MOTORCYCLE SHOW

"I wanted an atmosphere that was circus-like, where there is always something to see and do and not enough time to see and do it all," Al told us. The All-American Motorcycle Show is all that, with three live bands crankin' out the tunes all day, plenty of good grub and even beeeeer!

Besides visiting all the motorcycle aftermarket vendors and drooling all over the fine rides, there's a dyno shoot-out, tattoo contest, and bikini babe contest. Master of ceremonies Larry Huffman put the girls through their gyratin' paces. There's more tasty skin on display than at a leather tanner's convention. By late afternoon the bike judges make their final notes, cast their votes and the best bikes of the day are named. Who knows, maybe your scoot will win top honors this year. You'll never know if you don't go. Check the Intershows Web site for dates, times and more information: www.intershows.com.

—Phantom



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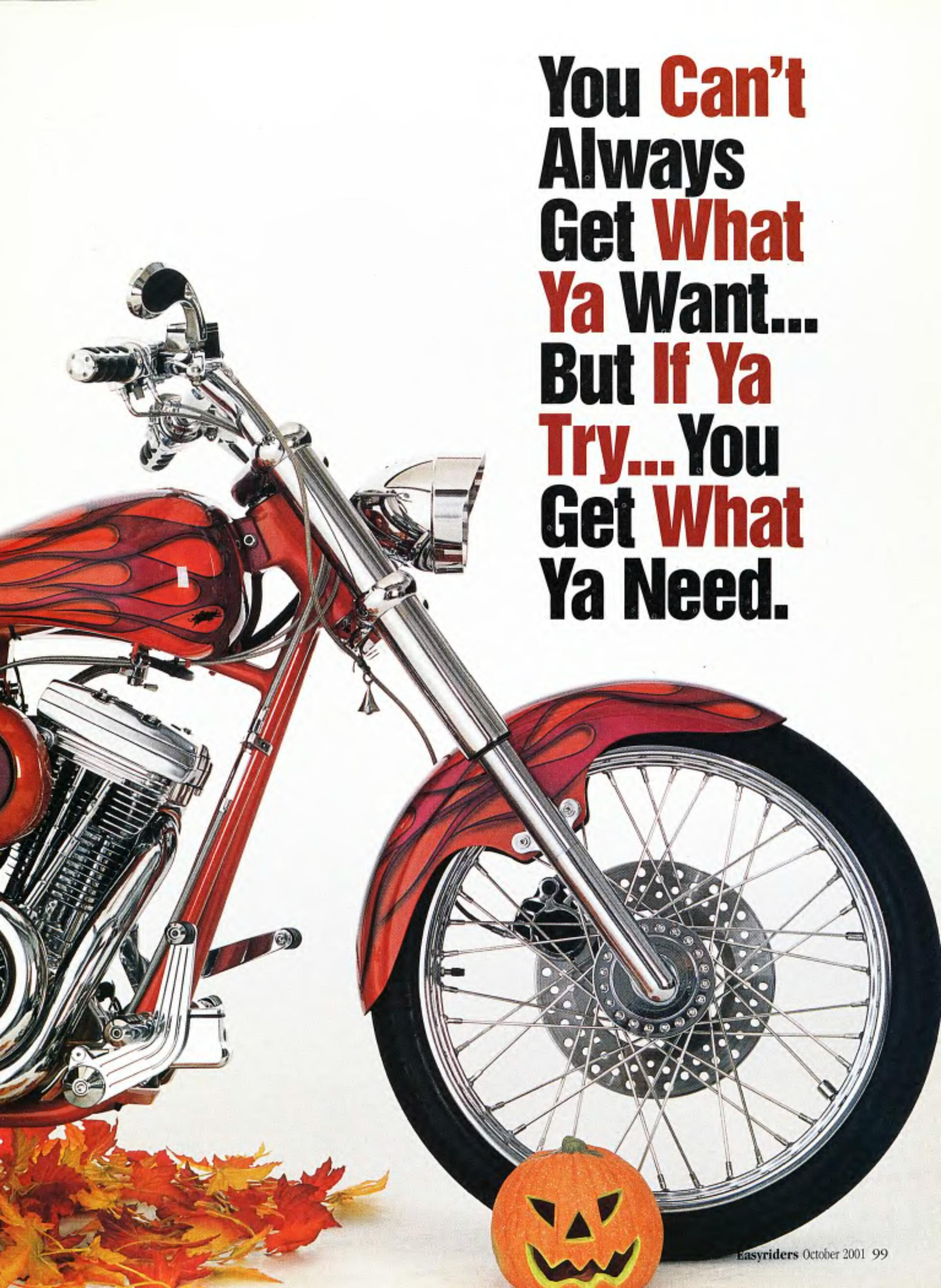
AN AMERICAN LEGEND

You would think, after 30 years of shootin' babes and bikes, we'd have it all together. However, there's always somethin' that throws a wrench into the system—always. Case in point: Our fireball Fox Hunt winner Zoë is ready and willing—and she's ready to pose on the bike as well—Therese, our lovely make-up artist, is ready to go, our Finnish photog, Jan, has all the lights set up, and there's even a bike on the set. But what the hell? There ain't no green flames on this bike as promised. What the fuck?

It may sound weird, but when ya call and get the color of the bike, you set up everything else around the color. From the color of the bikini to the make-up—everything needs to match. But not this time. Trying to maintain a professional demeanor, we asked the crew from Performance Specialties—because owner Tom Vasilaros wasn't there... "What, are you color blind? Those friggin' flames are not green." Now, Tom's no fool. He knew we'd calm down lookin' at a really cute blonde and if that didn't work, he also had sent a big bruiser to make sure we did calm down. Judy, the cute office manager from Performance Specialties, calmly explained the circumstances.


You Can't Always Get What Ya Want... But If Ya Try... You Get What Ya Need.

"Last night we loaded the bike onto the trailer for Tom to take home. On his way there he stopped at a red light and some cell phone-usin'-no-lookin'-dumbass ran right into the back of him and totaled the bike. Now shut the hell up and let's get shootin'." Hot damn, straight to the point. That made us all calm down a little, especially since Tom had arranged for another bike, similar in color (minus the green flames). Ya know what else made things calmer? Lookin' at Zoë walk around half-nekkid!

Like the proverbial cavalry to the rescue, in steps Ed Borquez owner of the non-demolished scooter. I believe his exact words were, "You're puttin' a naked girl on it? Hell yeah, you can use my bike." Thanks Ed, what a giver. Actually, Ed's a biker from way back. His dad got him started when Ed was 14, by buying him a Sears/Allstate moped. So there was Ed, riding around, illegally, lovin' life and tryin' to pick up little girls. It's nice to know some things never change. Ed eventually moved up the motorcycle ladder and, after returning from Vietnam, bought a 9-foot long, 1940 80 flathead rigid with a suicide shift. "There were many calls to my brother-in-law in the middle of the night to pick me up because I was either drunk or the bike was broken...or both," laughs Ed.

"I've spent a lot of time buying bikes, fixin' them up and selling them to buy another one. I bought a 1200 Sporty when they first came out. When I did, the sales guy told me I was makin' a big mistake. He said I'd ride it for six months and want to sell it. He was right. Instead of selling it, however, I rebuilt it." Ed cruised around on that for a few years until he was run over by a foreigner with no license or insurance. Ed's insurance company was kind enough to pay for the damages and he bought this FXR. Shortly after that, is when he met Tom.

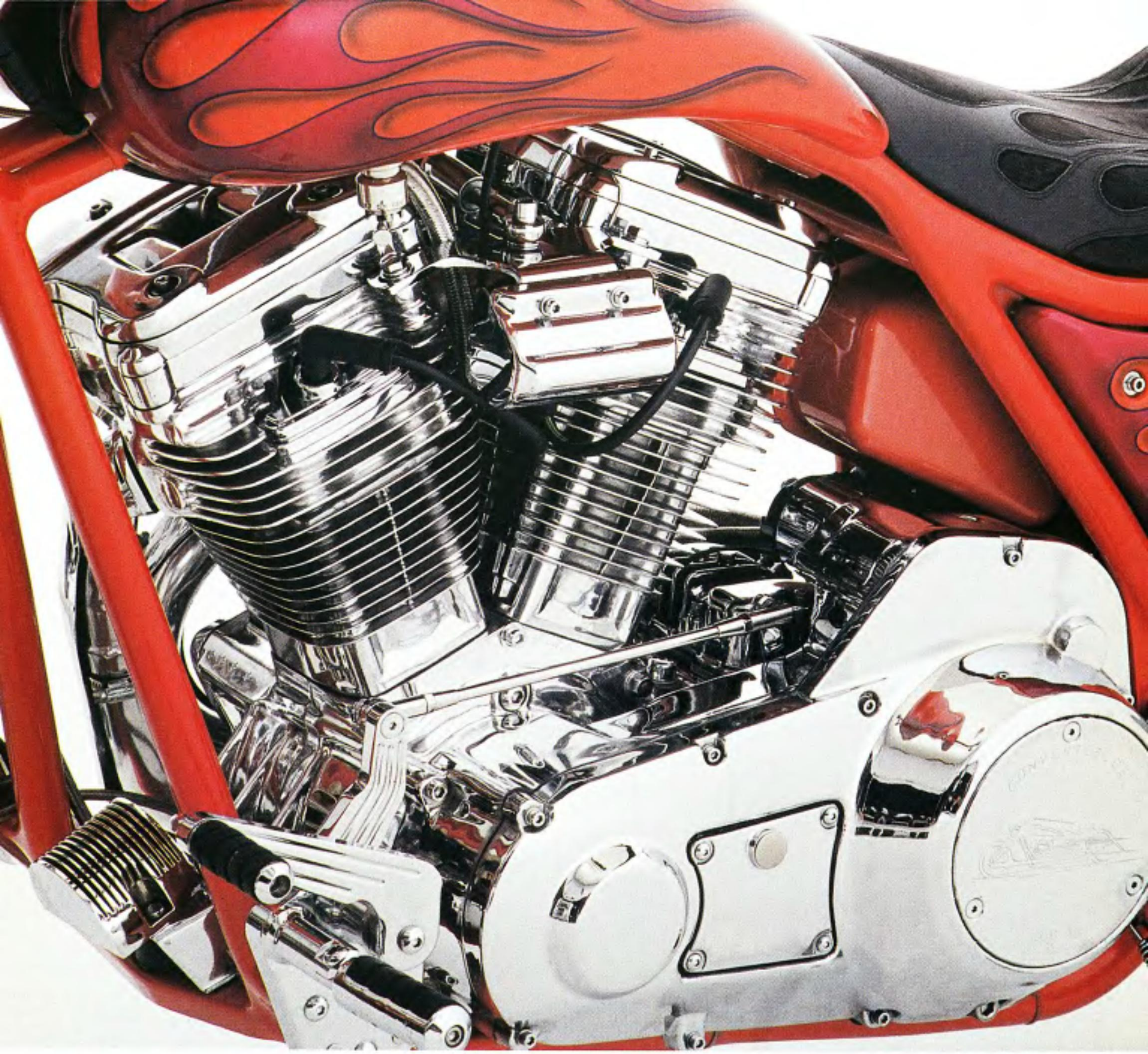
"I met Tom at a bike show. I saw the bikes he was building and was impressed with his humility," Ed says. "We began a friendship that lasted for about three years before I even asked for his ideas on customizing my FXR." Truth be told, Ed's

wife Armin got tired of hearing him whine about customizing his bike and gave him (get this) a blank check to go and get his bike finished! Tom agreed with Ed that this was going to be a dependable everyday rider, but assured him by telling him, "I'm not gonna put anything cheap on this bike, so start saving your money."

Starting with a Chopper Guys frame (no, not just some guy, the frame's from Chopper...never mind) that was raked 35 degrees and stretched a couple of inches, they poured over a stock 1989 FXR motor adding some slight performance modifications and "beauty highlights" before stuffing it into the frame. After all the performance goodies were finished the paint was sent across the street to Bill Carter. Bill is well-known in the hot rod community for his outstanding paint-work and it really shows through here.

"If this bike has a theme," Ed says, "It's No Bolt-On Shit. I'd rather have them do the extra fabrication work and make it special. Believe me, this has a lot of extra fab work." Ed now considers everyone at Performance Specialties like a family. "Tom's like a dad, showing you the right way to do things, Judy [*You remember the blond bombshell office manager?*] is like the mom always watching the budget and making sure we stayed within our means, and the rest of the crew as the supportive family members." How touching.

On our end we want to be sure and thank the absolutely bewitching Zoë for adding the finishing touches to this one-of-a-kind pavement pounder. And after looking at her...there's some other poundin' goin' on around here! *—Oil Can*



Owner: ....Ed Borquez
City:..............Simi Valley, California

General

Fabrication:	Performance Specialties
Year/make:	2000 Special Construction
Model:	FXR
Assembly:	Performance Specialties
Time:	1 year
Chroming:	South Bay Chroming

Engine

Year:	1989
Model:	Evo
Rebuilder:	Performance Specialties
Ignition:	2000 Dyna
Displacement:	80 cubic inches
Lower end:	Harley-Davidson
Balancing:	Harley-Davidson
Pistons:	Harley-Davidson
Cases:	Harley-Davidson
Heads:	H-D/Performance Specialties
Cam:	Andrews
Lifters:	Harley-Davidson
Carb:	S&S
Air cleaner:	S&S
Pipes:	Hooker 2 into 1

Transmission

Year:	2000 RevTech
Modifications:	none
Shifting:	5-speed
Engine sprocket:	BDL
Trans sprocket:	24-tooth
Wheel sprocket:	48-tooth

Painting

Molding:	Performance Specialties
Painter:	Doug's Custom/Bill Carter
Color:	red/orange
Special paint:	pearl

Frame

Year:	2000
Builder:	Chopper Guys
Rake:	35 degrees
Stretch:	2 inches

Accessories

Bars:	Carlini
Risers:	Carlini
Handlebar controls:	Harley-Davidson
Fenders:	Jesse James' Gunslinger
Headlight:	Headwinds
Taillight:	Paul Yaffe Originals
Front pegs:	Küryakyn
Speedo:	none
Electrics:	Performance Specialties
Gas tank:	Custom Chrome, stretched
Oil tank:	Harley-Davidson
Oil system:	Harley-Davidson
Primary cover:	Harley-Davidson
Seat:	High End Products
Mirror:	Joker's Medusa
Grips:	Küryakyn

Front end

Type:	inverted
Extension:	none
Builder:	Spyke
Special features:	none

Wheels

Front:	Black Bike
Size:	21-inch
Rim width:	2.15 inches
Tire:	Avon
Brake:	Harley-Davidson
Rear:	Black Bike
Size:	18-inch
Rim width:	5.5 inches
Tire:	Avon
Brake:	Harley-Davidson

Photos: ....Jan Hagglund

You Are What You Wear

If you're planning to dress up for Halloween, here's a list of various costumes and what your choice says about you as a person. And here you thought Halloween was all about begging for goodies and doing nasty stuff to strangers disguised.

Ha, think again. There's nothing in this modern society that can't be analyzed for it's deeper meaning. Maybe it would be better if you just stayed home this year.

—Greg White

Ghost: A person who is too lazy to shop and decided it would be less hassle to chop up some of the ol' ladies good sheets instead. But it's great for hiding your massive beer gut.

Frankenstein: Someone who never bothered to change his duds after Biketoberfest.

Dracula: Secret masochist who only comes out of the closet once a year. Good costume if you suffer from bleeding gums.

Mummy: Hard-core bondage freak.

Hooker: Sexually repressed female who desperately wants to break free. Or a woman whose husband likes to see her dressed up like a slut.

Angel: Woman who wanted to dress up like a slut, but her sexually repressed husband wouldn't let her.

Harem Girl: Slut.

The President: Business type who has 50 bucks for a mask and no desire to change out of his suit after work.

Vice-President: Someone who wants to spend all night explaining to everyone exactly who he is supposed to be.

Devil: Lonely geek who thinks the costume makes him look bad and dangerous instead of like a lonely geek with a pitchfork and a tail.

Clown: Sad, sad person who spends the rest of the year drunk thinking of creative ways to kill themselves.

Soldier: Man who likes to wear camo and pretend that nobody can see him. Or a soldier who had no desire to change out of his suit after work.

Super Hero: Super Geek who hopes that by dressing in a skin-tight costume he'll be able to make it through one party in his life without someone stealing his pants.

Cowboy: Unhappy, middle-aged man who wishes he had a horse instead of a wife.

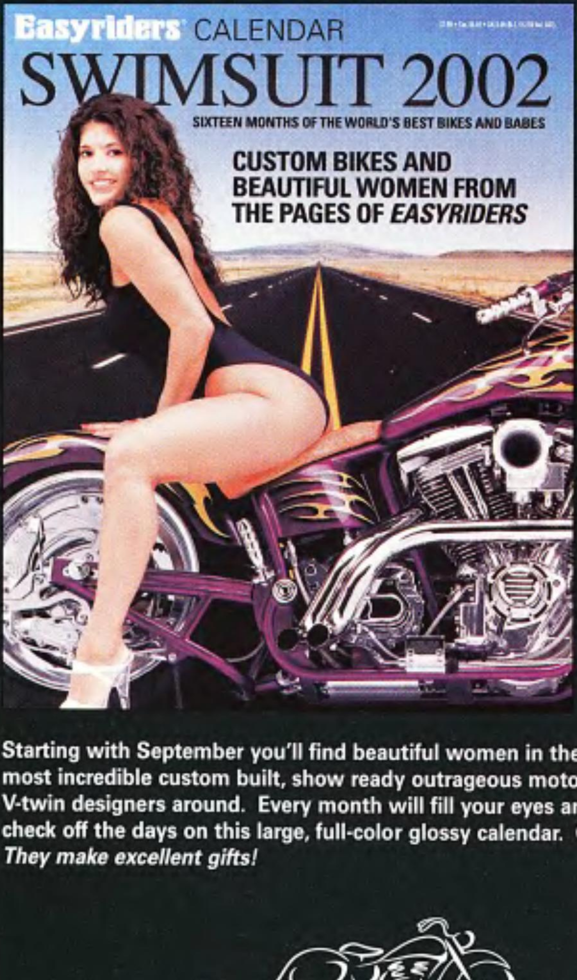
Doctor: Wannabe amateur Gynecologist.

Nurse: Helpful, kind-hearted slut.

Biker: If it's a costume, you're definitely reading the wrong magazine.

Take a peak into the new

2002 Easyriders Swimsuit Calendar



Inside the Easyriders Calendar you get 16 months of incredible bikes, and beautiful women. Oops, almost forgot those outrageously sexy swimsuits.

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Starting with September you'll find beautiful women in their favorite swimsuits and the most incredible custom built, show ready outrageous motorcycles ever, created by the top V-twin designers around. Every month will fill your eyes and possibly your dreams as you check off the days on this large, full-color glossy calendar. Get yours today!
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Visit us at: www.easyriders.com

MARK PATRICK, THE REAL ROAD WARRIOR OF BIKER ART

A Leap Of Artisitic Faith

When we hooked up with artist Mark Patrick at his Colorado Springs, Colorado, studio he was working on a new addition to his extensive gallery of unique biker art. "Right now I'm doing a sculpture showing two guys with their arms crossed, and they're giving you the look. They're at a swap meet, and a table in front of them is piled with junk. I don't know what to call it; maybe you can help."

We say, "What about, 'You want how much?'"

Mark laughs a huge hearty, good-natured laugh and says, "I'm also working on piece today called Daytona Daredevil. It's a guy surfing his bike, you know standing up in the saddle as he's blitzing along, and his buddy is giving him the thumbs up. Everything I sculpt, I've done. I've surfed my bike. You get it up to 70, and you stand up. And it's stupidity, but what a rush, man." We asked Mark how many pieces he had created so far. "I don't even know. There's more than in my brochures. I'm probably going to stop making them. The best place to go is my Web site at www.bikerarthd.com. I've got some good Springstein playing on it, too, along with some Harley motors rapping on."

So when did the art get into the artist? "I was a machinist all my life, and in 1984 I was working in the Alaskan arctic on the pipeline. When that ended, I decided I wanted to make a change. So I became an artist."

Was Mark into art from the get-go? "Hell, no, I flunked art class when I was a kid. All the teachers hated me. I was always in trouble. For example, one day we were supposed to sculpt the kid next to us, so I noticed this chick next to me had a little tiny scar on her nose so I sculpted a giant nose with a huge gash," laughs Mark. "I got an F. In another class, we were given a salt block and told to carve something cool out of it. Well, it was already square, so I just carved Frankenstein's face out of it."

Mark told us that, as often happens in life, inspiration came out of a more dire situation. "My lifestyle was killing me; all my buddies were dead. I really did need a change, so I hit one knee and prayed to God, and said, anything but that trade, get me out of there. And literally, in two weeks, He went poof! And I was an artist. I started out woodcarving. I could carve your face in 30 minutes with power tools. I was doing art shows, doing chain-saw carvings, and had a company called Tree People. As far as the biker stuff, I've ridden all my life. In class as a kid I was drawing hard-tailed frames. But how the bike sculpture really started, and you'll probably think I'm out of my mind, was that I started having dreams of sculptures. They were color and three dimensionally; I could see all around them in detail. And that's been happening ever since. I go to bed thinking, man, I need to come up with a new idea. Sometime in the middle of the night I'll have that vision of a piece, just like this one that I had to come down today and start."

Photos: courtesy of Mark Patrick

In addition to his line of sculptures, which are each limited to only 500, Mark also creates an ultra-limited line of bronzes. For example, there are only 11 copies of one of his most famous pieces (and his personal favorite) *The Wrong Turn* as seen here. "I had been watching *The Wild Bunch*, and then in my dream that night I had a vision of the guys sitting on bikes laughing. As for the faces, some I know from life, but most I make up." That piece took Mark three months of intensive work. Starting with a special mix of clay and wax, he cooks up a mess in a crock-pot in order to keep it malleable. He sculpts the piece with an assortment of sculpting tools, then dissects it into smaller pieces, finally making an RTV silicone rubber mold from which the finished product emerges.

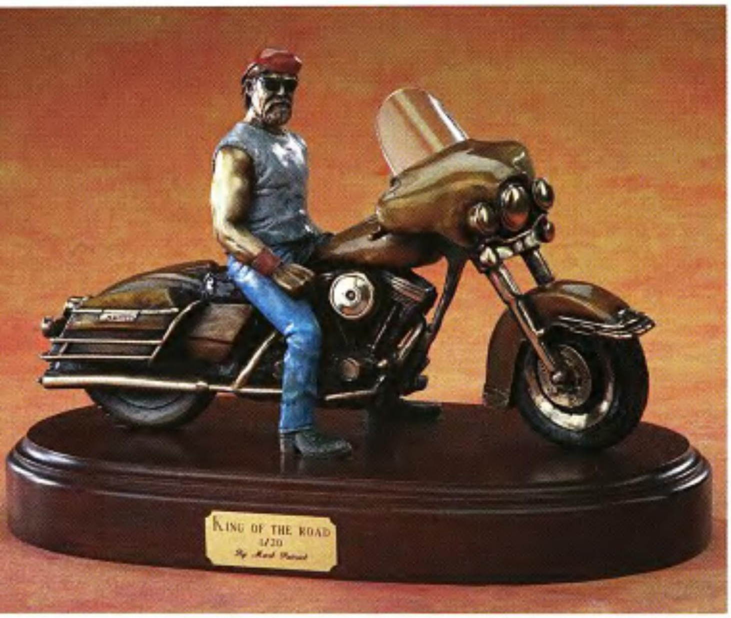
There's one sculpture that is an even rarer edition. "I did a cop picking his nose with a radar gun in his hand. I called it *Pick a Winner*. Yeah, and cops buy 'em. Like at Sturgis they'd pull up looking real stern like, then look at this piece, look at each other, then just burst out laughing." And on another occasion a rep from the Motor Co. walked in on Mark's display at Sturgis, and commented that Willie G. would really like one of his sculptures. The rep asked Mark if he would like to meet Willie, and Mark said sure. Willie G. ended up with a bronze of the *Drifter*, the piece that had brought attention to Mark's talents and put him on the map so to speak.

"That was the beginning," says Mark, "and Willie says how would you like to make some pieces for us? That's been a dream of mine all my life. For eight years now, I've made a special piece for them based on their input. Also, David Mann's been a real influence in my life. I'd love to do a piece with him." (Hey. Dave, are you reading this? We'd think it'd be a dynamite duo.)

You can find Mark's sculptures literally all over the world including Russia, Australia and Japan. There's even a major distributor-dealership located in Opfikon-Glattbrugg, Switzerland, called

WORK
WORK
WORK

Where do I sit?


KING OF THE ROAD
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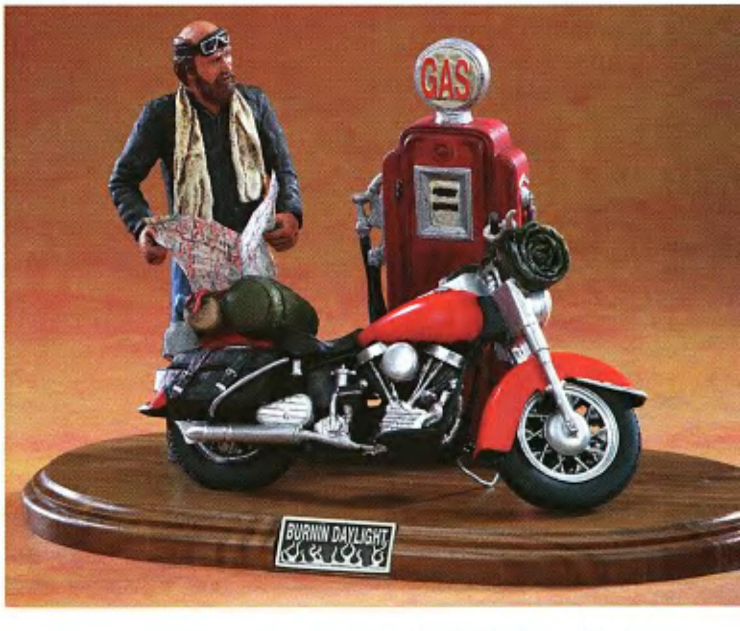
KING OF THE ROAD

The
Storyteller


GAS
BURNIN DAYLIGHT

KING OF THE ROAD

GAS
BURNIN DAYLIGHT

GAS
BURNIN DAYLIGHT

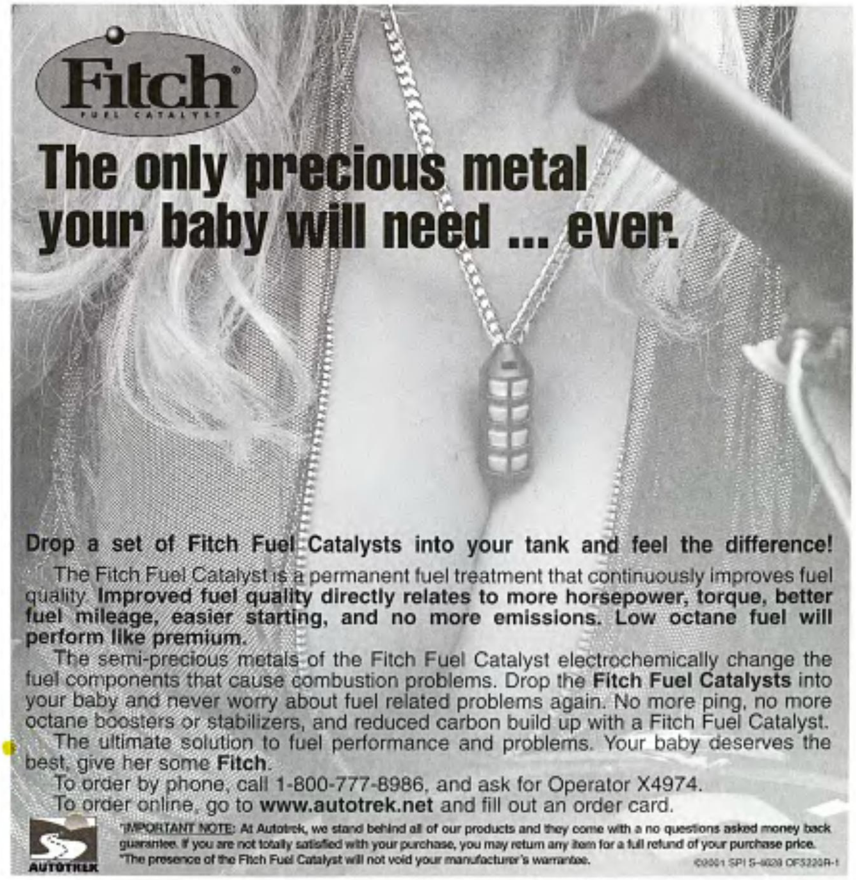
Biker Art Europe. "He has all of my bronzes, about 600 so far, some of them large. I've even done life-sized pieces. I've also got another company called Eden Productions. When you get onto their Web site (www.angelsofgod.net), you'll see some of my angels. In fact, all the angels look like bikers. All the angels are men and have swords. I'm sick of these namby-pamby angels. Check out the Bible; there are no women angels in there. Angels are warriors. I'm trying to set the record straight. A totally different clientele is involved. They find out where I'm at after they buy one. They're going, wow, he's a biker, too. I also heard a rumor that I'm supposed to be doing a life-sized bronze sculpture of Willie G. standing beside his favorite knucklehead for the outside of the headquarters for Harley on Main Street in Sturgis. I also did a custom piece for CEO Jeff Bleustein. I flew out to Florida and sculpted his whole family all on their Harley dressers. He's a cool dude, a real nice guy, and his whole family. Then I'm doing a piece for another collector of my stuff, Dennis Ahrens, who's got about 30 bikes. He wants me to sculpt him on his new Boss Hoss. Another project is this life-sized elk I'm working on as a special commission. It'll weigh about a ton."

Mark's also got a whole new series dedicated to Vets. "I did a flathead bike piece for WW II Vets, but lately I've been focusing on Vietnam, pieces that don't have bikes. I did the *Leap of Faith* piece with a helicopter after talking to a friend who flew one in Nam. It really was a leap of faith. Without the Vets we wouldn't be here enjoying the lives we have."

The average price for one of his pieces is about $200 to $300. If you're going for one of his bronzes like *Wrong Turn* that'll run about $4,400. And if you're into life-size animals, elk, bear, whatever, that jumps to about $75K. Mark says it's actually the smaller pieces, because of the detailing, that require the most intensive work, but after all it is a labor of love. They say greatness is in the details, and you can measure artist Mark Patrick's details by the millimeter—and by the ton. You can see Mark and his work up close if you make it to Sturgis where he'll have two displays.

At Bike Week and Biketoberfest, he'll be set up in front of the H-D dealership or you can all him direct at (800) 633-0670, or to see more of his sculpted works log onto either of his Web sites: www.bikerarthd.com or you can try www.bikerartonline.com.

—Paul Garson



Biketoberfest 2001 Guide

As "...toberfests" like Crocktober, Shlocktober, Knocktober, and the like proliferate throughout the land and anything that rhymes with "Oc" can be made into a big party, as long as it's just before Halloween, it's nice to come back and remember the one that started it all.

Right, that would be the Oktoberfest in Munich, Germany. But since most of us can't make that annual pilgrimage to honor St. Hopsenmalts, the patron saint of beer, in the fatherland, we might as well just mosey on down to Florida to partake in the biker's version of this sacred and time-honored ritual. Held for the 10th consecutive time and known in its beginnings as the Daytona Fall Tour (which, by the way, had less to do with the time of year than with the consequences of consuming vast amounts of the saint's holy water), the Biketoberfest—and yes, in the Deep South "bike" does rhyme with "Oc"—has become the other Daytona Rally, the one where you actually can ride through the streets of Daytona without getting hit by plastic milk bottles and other infantile weaponry.

With the weather still being nice and warm, lots of bikinis frolicking in the sand, and plenty of temples disbursing St. Hopsenmalts' holy water, there is no logical reason for you not to join the thousands of other pilgrims on this weekend of penitence, atonement, and reflection. Your boss and/or wife will surely support you in your quest and allow you...no, ask you to take all the time you need for your spiritual passage and stay a few days extra. So, pack your toothbrush and underwear, saddle up your steed, and don't forget to bring along lots of offerings for St. Hopsenmalts, so that he may bless your stay in Daytona and grant you a helluva good time.

—Tripper

Calendar

We thank the Daytona Chamber of Commerce for their informative Web site (www.biketoberfest.org) and inform you that some of these dates are subject to change

Teresi Dyno Drags

All week during Biketoberfest thrill to no-holds-barred drag racing action on the Teresi Dyno-Drags truck. Put your bike to the test on this drag race simulator! Located on Beach Street in the park directly across from the Easyriders merchandise, next to Daytona Harley-Davidson. Look for the BIG black truck.

Camel Roadhouse

Check out the 2001 Custom Camel Bikes, live bands, boot shine and more all week right across the street from Daytona Harley on Beach Street.

October 12-October 20
World Famous Iron Horse Saloon– Wall of Death, Motorcycle Olympics and various activities, free concerts with special surprise guests; 8:30 a.m.-3 a.m.; (386) 677-1550.

October 12-October 21
Jackson Hole 8th Biketoberfest Celebration—Entertainment includes: The Nighthawks, Rick Magee and the Roadhouse Rockers, Jethro Tull Tribute, Bill "One Man Band" Jenkins, Ruben Morgan, as well as great tattoos, leather wear, crazy bikes, bonfires and tasty steak dinners, burgers, turkey legs, and chicken wings and the coldest beer around. Hours: 10 a.m.-2 a.m. 1081 N. U.S. 1, Ormond Beach.

October 12-October 21
Iron Horse Saloon—Live Free Concerts featuring performances by David Allen Coe, J.B. Walker & Cheap Whiskey Band, Liquid Soul. Free draft beer in any Iron Horse mug! For more information call (386) 677-1550; 1068 N. U.S. 1, Ormond Beach.

October 13
Iron Horse Saloon—Rug Rat Rodeo. Kids activities and games (12 yrs and under). The Little Miss & Mr. Iron Horse Contest (kids 8 yrs. and under) For more information call (386) 677-1550. 1068 N. U.S. 1, Ormond Beach.

October 14
Daytona Harley-Davidson—6th Annual Daytona Harley-Davidson Ride for the Boggy Creek Gang Camp. Police escorted ride to benefit Paul Newman's children camp. For more information (386) 253-Bike or www.daytonahd.com.

October 15-October 21
Cruisin' Café—Live entertainment, and an all you can eat breakfast. For info call (386) .253.5522;. 2 S. Atlantic Ave., Daytona Beach.

October 18-October 21
Daytona Beach Area Official Biketoberfest Welcome Center, Visitor Information Center inside DAYTONA-USA—Complete listing of all events, activities and loads of information. Sign in and pick up a free map (386) 253-8669 or www.daytonabeach.com or www.biketoberfest.org

October 18-October 21
City of Daytona Beach Welcome Center— 9 a.m.-10 p.m. 503 Main Street.

October 18-October 21
Fire Fighter Motorcycle Medics at Main St., Beach St., and Atlantic Ave.—Emergency medical service provided by firefighter paramedics on Harley motorcycles. For more info call (386) 671.4007 or .

October 18-October 21
Daytona International Speedway—Fall Cycle Scene Championship Cup Series (CCS) "Race of Champions" motorcycle races and PACE/Formula USA Championship final rounds. 8 a.m.-5 p.m. daily. (386) 252-2453 or www.daytonainternationalspeedway.com.

October 18-October 21
Daytona International Speedway—Mfg's' displays and demos: Yamaha, Honda, Suzuki, BMW, Harley and more. Corporate display and motorcycle demos. 9 a.m.-5 p.m., Sunday 9 a.m.-3 p.m.

October 18-October 21
Main Street Rally – The place to see and be seen. Festival fun, vendors, mfgs displays, Main Street Merchants Entertainment (386) 252-1922

October 18-October 21
Daytona Harley-Davidson Dealership Events— live entertainment, and more, noon-8 p.m. (386) 248-0580 for all the info.

October 18-October 21
Carl's Speed Shop —Seminars every hour on the hour. Come visit the real performance alley, Beach Street, 9 a.m.-8 p.m. For more info (386) 258-3777 or www.carlsspeedshop.com.

October 18-October 21
Daytona Beach News-Journal—Free expo with motorcycle products and services, pinstriping, apparel, and the 5th Annual Big Daddy Rat's Motorcycle Show conducted by Big Daddy Rat, Karl Smith, 10 a.m.-6 p.m. daily Beachside at the Ocean Center.

October 19
Plaza Resort & Spa—Live Free Rock Concert. Beachside. For more info call (386) 267-1611.

October 20
Adam's Mark Resort—Headliner Concert "Rock Entertainment", Miss Harley-Davidson Contest. Event hours: 2 p.m. 100 N. Atlantic Ave Daytona Beach.

October 18-October 21
316 Main Street Station Restaurant & Saloon—Daily activities, vendors and more. Call (386) 248-0085; 316 Main St.

October 18-October 21
Boot Hill Saloon—T-shirts, vendors, live music, contests. Daily 8 a.m.-3 p.m. Call (386) 258-9506 or www.boothillsaloon.com. 310 Main St.

October 18-October 21
The Boot Hill Saloon and Daytona Harley-Davidson—"Give Ability A Chance", Easter Seals Harley Give-Away. A drawing-by-donation to win a 2002 Heritage Softail Classic and $1,000 cash to benefit Easter Seals. Tickets may be obtained during Biketoberfest at either The Boot Hill Saloon or Daytona H-D, For information call (386) 255-4568 or visit our Web site: www.fl-vf.easter-seals.org.

October 18-October 21
Zangi Grotto-Pinewood Cemetery—Adopt a plot, walk-through, cold bottled water for donations. Also solicitation of funds for free dentistry for handicapped children of Daytona Beach and Volusia County at 316 Main St. Station and Humphreys & Son on Main Street 9 a.m.-9 p.m.. Info (386) 255-6171.

October 18-October 21
Dirty Harry's—Lots of contests and entertainment. For more info call (386) 252-9877. 705 Main Street.

October 18-October 21
The Bank & Blues Club—Dancing, great entertainment. For more info call (386) 257-9272. 701 Main Street.

October 18-October 21
Full Moon Saloon —2002 United Way Harley Give-Away. A Harley to be given away, March 10, 2002 at the Full Moon Saloon. For more information (386) 253-0563 or www.uwinaharley.com. Event hours: 10 a.m.-midnight.

October 18-October 21
Daytona Beach Police Athletic League— at Main St. and Hollywood, and Main St. and Grandview. Hours: 8 a.m.-midnight (Sunday till 6 p.m.). Special MOTORCYCLE ONLY parking zone, pay $10 for daily rates (enter/exit all day for one fee) as well as event passes for $10. All proceeds benefit the Police Athletic League's Baseball Program) For more info call (386) 671-5476.

October 18-October 21
The Helmet Shop Open House—Daytona's largest selection of helmets, free coffee and doughnuts. 9 a.m.-12 p.m. Call (386) 257-6434 or www.helmetshop.com. 114 East Fairview Ave.

October 18-October 22
Titan Motorcycle Show —Proudfoot Motorcycles Titan Motorcycle Show. Hours: 9 a.m.-6 p.m. For info call (941) 931-3111. 120 E. Fairview St.

October 18-October 21
World Famous Iron Horse Saloon—Wall of Death, Easyriders Show Truck, leather vendors, jousting, burn out pits, free concerts with special surprise guests– 8:30 a.m.-3 a.m. (386) 677-1550. 1068 U.S. 1 in Ormond Beach.

October 18-October 21
Jackson Hole Saloon —Live music, British Bike Night, Halloween costume party, bike repair, tattoo's, bonfire, turkey legs, Colonel Tom's Crazy Bike, rock wall, Sunday worship services, bike blessing, free parking, and more. For more info call (386) 673-6996 or www.jacksonholesaloon.com. 1081 N U.S. 1 in Ormond Beach.

October 18-October 21
World Famous Iron Horse Saloon—Raffle by donation for 1948 Indian Chief or 2001 Indian Chief. Ticket booth with bike display. To benefit Conklin Centers for the Blind. Event hours: 8 a.m.-midnight. For information call (386) .258.3441 or visit Web site www.bikeweek.org. 1068 N. U.S. 1, Ormond Beach

October 18-October 21
Sunshine Park Vendor Expo—Free Admission! Event hours: 9 a.m.-6 p.m. 2400 S. Ridgewood Ave, South Daytona.

October 18-October 21
Highlander Outpost –Live concerts: Blues and Rock, BBQ, vendors and more. Call (386) 322-8829. S. Ridgewood Ave, South Daytona.

October 18-October 21
Gilly's Pub 44—Hasta Luego Party. Live bands, BBQ, vendors, music. Free! Noon-8 p.m. For more info call (386) 428-6523. 1889 S.R. New Smyrna Beach.

October 18-October 21
American Motorcycle Institute—Open house and tours. Free. 9 a.m.-5 p.m. (386) 255-0295.

October 18-October 21
Daytona 200 Motorcycle Clubhouse – Camping by donation, open to motorcycles only, food and showers available. For info call (386) 672-3927. 3602 W. International Speedway Blvd.

October 18-October 21
Jam-On Productions' Biketoberfest motorcycle swap meet, custom European and antique bike shows and nitro dirt drags. For more information (301) 336-2100. Deland

October 18-October 21
*Daytona Beach News-Journal*o—Free admission. Big Daddy Rat's Motorcycle Show with 10 classes of bikes. Pinstriping, products and services, vendors. Daily 10 a.m.-6 p.m. For more info call (386) 254-4520. Ocean Center, 101 N. Atlantic Ave.

October 18-October 21
Bulow RV Resort and Campground – Vendors, pancake breakfast, BMW sponsored by Space Coast BMW Riders, open 24 hrs. For more info call (407) 724-4939. 3345 Old Kings Road Flagler Beach.

October 19-20
Benefit for Friends at SMT Downtown Bandshell—Mark Hodgson, Green Grass Revival, Floyd Miles and others. For further info call Vinton Fisher, program manager at 386-673-2080

October 20
American Iron Magazine's Indian & Classic American Iron Biketoberfest Rally—Klassix Auto Attraction, family oriented event open to all pre-1984 American motorcycles, original or customized. Fun and safe field events include slow race, balloon toss, plank ride and just for kicks contest. Trophied bike show. $10 per person includes all activities and Klassic Auto Attraction admission. 10 a.m. Call (386) 252-3800 or www.americaniron.com.

October 20
Adam's Mark Daytona Beach Resort – Free concert on Saturday. For more information call (386) 254-8200.

October 21
Gilly's Pub 44—8th Annual Biketoberfest Concert Series Finale, Hasta Luego Party, live bands, BBQ, vendors, food, no cover and more. Noon-8 p.m. Call (386) 428-6523.

October 18-October 20
Daytona Beach Ocean Center Motorcycle Expo—An expo of interest to Bikers and fans. Event hours: 10 a.m.-6 p.m. For more info call (386) 252-1511 ext.2569 or www.dbnjshows.com.

October 21
World Famous Iron Horse Saloon—
1st Annual Biketoberfest Bike Give-way. By Donation to benefit Conklin Centers for the Blind. Event hours: 5 p.m. For information call (386) .258-3441 or www.bikeweek.org. 1068 N. U.S. 1, Ormond Beach.

October 21
Brotherhood of Jesus—Blessing of Bikes, a praise and worship service. For information call (386) 673-6996 or, www.jacksonholesaloon.com.

ALL WEEK! Bike art, located on Beach Street in downtown Daytona Beach. See plywood cutouts of bike's decorated by local school children. For more info call (386) 872-3272.

EVERY NIGHT! Bull Riding at the Hog Pen, 1069 N. U.S. 1, Ormond Beach. Event hours: 8 p.m. A mechanical bull-riding contest. For more info call Wild Bill at (386) 677-8124.

EVERY NIGHT!
Quarter Toss at Wild Bill's, 1090 N. U.S. 1, Ormond Beach. Event hours: nightly 8 p.m. Come see the Bartender's Dance!

Bars and Strip Clubs

Art's Place
5115 N. Hwy. 17,
DeLeon Springs
Tel.: (904) 985-5151

Billy Bob's Country Night Club
2801 S. Ridgewood Ave. (U.S.1),
South Daytona
Tel.: (904) 756-0448

Boot Hill Saloon
310 Main Street D. B.,
Tel.: (904) 258-9506

Bottom's Up Club
2396 N. U.S.1,
New Smyrna Beach
Tel.: (904) 427-0364

Cheyenne Saloon
Hwy. 17 S. East Palatka
Two miles South of the Bridge
(904) 328-9216

First Turn
5236 U.S. 1, Port Orange
Info: (904) 760-378

Froggy's
800 Main St., D.B.
Tel.: (904) 253-0330

Full Moon Saloon
9 S. Wild Olive, D.B.
Tel.: (904) 257-8661

Gilly's Pub 44
1889 State Road 44, New Smyrna Beach
Tel.: (904) 428-6523

Iron Horse Saloon
1068 N. U.S.1, Ormond Beach
Tel.: (904) 677-1550

Jackson Hole Saloon
1081 N. U.S.1, Ormond Beach Tel.: (904) 673-6996

Last Resort
5812 Ridgewood Ave. South Daytona
(904) 761-5147

Main St. Cafe/Al's Alley Pub
821 Main St., D.B.
Tel.: (904) 257-2323

Molly Brown's
542 Seabreeze Blvd., D.B.
Tel.: (904) 255-5966

Pandora's Box
319 2nd Ave., D.B.
Tel.: (904) 252-9163

Ringside
116 E. Dunlawton Ave.,
South Daytona
Tel.: (904) 756-0230

Shark Lounge
730 Int'l. Speedway Dr., D.B.
Tel.: (904) 258-1230

Shingle Shack
640 N. Ridgewood, South D.B.
Tel.: (904) 252-3584

Claudes Mobile Cycle & Salvage Service
1111 Derbyshire Rd, Daytona Beach
(904) 255-0566

Claudette & Dusty's Cycles
614 Main St., Daytona Beach
(904) 254-8431

Corbin
814 Main St., Daytona Beach
(904) 258-8191

Cycle Accessories of Daytona & Polaris
712 N Beach St., Daytona Beach
(904) 255-4255

Cycle Goodies
300 Ridgewood Ave, Holly Hill
(904) 258-5691

Smiley's Tap
1161 N. U.S.1, Ormond Beach
Tel.: (904) 677-9609

Sopotnick's Cabbage Patch
549 Tomoko Farm Rd.,
New Smyrna Beach
Tel.: (904) 427-2659

Squeeze Inn Pub
5005 S. Ridgewood Ave. (U.S.1), South Daytona
Tel.: (904) 760-2564

Willy's Motorcycle World
566 Ballough Rd.,
Tel.: (904) 253-2100

Shops and Parts

All American Bike & Cafe
695 Mason Ave,
Daytona Beach
(904) 257-2228

Bas Cycles
4251 Spruce Creek Rd,
Port Orange
(904) 767-1993

Choppers World
618 Main St., Daytona Beach
(904) 252-1922

Daytona AMW Inc.
118 E Fairview Ave,
Daytona Beach
(904) 257-7000

Daytona Blackgold Cycles Inc.
541 Ballough Rd, Daytona Beach
(904) 258-8020

Daytona Harley-Davidson
290 N Beach St., Daytona Beach
(904) 253-2453

Daytona Import-Export
1633 State Ave, Holly Hill
(904) 673-1921

Daytona Indian Motorcycle
402 N. Beach Street,
Daytona Beach
(904) 255-6559

Magnum Cycles
612 N Ridgewood Ave,
Daytona Beach
(904) 253-1398

Miller's Custom Parts
1863 S. Ridgewood Ave,
Daytona Beach
(904) 761-0858

Personal Cycle Service
594 Ballough Rd.,
Daytona Beach
(800) 435-7039

Prinkey's Used Motorcycles
5840 S. Ridgewood Ave,
Port Orange
(904) 322-5533

Robison's Sales & Service
508 W. International Speedway B,
Daytona Beach
(904) 255-6788

Peen's Precision Motors
420 N. Beach St., D.B.
(904) 252-9569

Russell's Cycle Care
Where: 2514 N. Dixie Freeway (U.S.1),
New Smyrna Beach
Info: (904) 427-6001

Slick Cycle Tony's Hacienda
Where: 207 Dunlawton Ave. (U.S. 1 and Rt. 421)
Port Orange
Info: (904) 760-4456

Services

Bikers Against Manslaughter,
Ellis Groceries, 601 Main St., Daytona Beach. Open daily, 24-hour free emergency breakdown and legal assistance, free membership cards (800) 4-BIKERS

Towing/Bros Club Service
Call (800) 325-9028, and you'll have access to more than 12,000 affiliates able to pick you up and dust you off (or dry you off) are at your beck and call throughout the 48 contiguous states, Alaska and parts of Canada. If you haven't joined yet but are thinking about it, just call (800) 547-2767, and our friendly operators will surely sweet-talk ya into it.

Bike Transportation

Amtrak
The only route Amtrak will provide this service for you is on their Auto Train, which runs from Lorton, Virginia, to Sanford (just outside of Orlando), Florida, and return, once a day. For more info, call (800) USA-RAIL.

Federal Company
(800) 747-4100, ext. 217.

Goldrush Motorsports
(704) 799-2890; fax: (704) 799-2892.

Ride Other People's Bikes

Rebel Motorcycle
(888) SD-REBEL.

Budget Harley Davidson Rentals
3901 Northwest 28th Street, Miami
(305) 871-1040

Exclusive Motorcycle Escort Services Inc
4615 Northwest 22nd Avenue, Miami
(305) 637-7555

Phantom Motorcycles
Miami
(305) 638-0606

SOBE Scooter Rental Inc
300 23rd Street, Miami
(305) 604-9826

Campgrounds

ABATE of Florida Inc. Campground. Hot showers, beverages, food, vendors, 24-hour security, no hook-ups. Volusia County Fairgrounds
(904) 943-9610

Bulow World Famous RV Resort/Campground. Food and beverages, contests, live bands. Flagler Beach, PO Box 1328. Phone: (904) 439-9200, Fax: (904) 439-6757
Contact: John Seibel

Crazy Horse Campground
Mailing Address: 910 South Beach Street, Daytona Beach, Fl 32114
Street Address: 1425 Tomoka Farms Rd., Daytona Beach, FL 32124
Tel.: (888) GET-CRAZY
Daytona Beach Campground
4601 S. Clyde Morris Blvd.
Daytona Beach
Phone (904) 761-2663
Contact: Victoria Kenney

Motorcycles Only Camping, Daytona 200 M/C Clubhouse, 1 mile west of I-4 on Hwy. 92, Daytona Beach. Clean rest rooms, showers, food available. Camping by donation.
Contact Frank Whitacker - (904) 672-3927

Nova Family Campground. Home-style atmosphere, secure park. 1190 Herbert St., Port Orange. Call (904) 767-0095, Fax: (904) 757-1666.
Contact: Lisa

Orange Isle Campground
3520 South Nova Rd.
Port Orange
(904) 767-9170

Sunshine Holiday Camper Resort
1701 North U.S. 1
Ormond Beach
(904) 672-3045

The Lot Next Door
Corner of SR415 and Pioneer Trail next door to the Cabbage Patch
Samsula
Tel.: (904) 428-5459
Contact: Frank Luznar III
http://www.daytonachamber.com/lotnext.htm

Hotels and Motels

Acapulco Inn, 2505 S Atlantic Ave., Daytona Beach FL 32118-5502
Tel.: (904) 761-2210

Adam's Mark Daytona Beach Resort, 100 N Atlantic Ave., Daytona Beach FL 32118-4273
Tel.: (904) 254-8200

Aladdin Inn, 2323 S Atlantic Ave., Daytona Beach Shores FL 32118-5345
Tel.: (904) 255-0476

Bahama House, 2001 S Atlantic Ave., Daytona Beach Shores FL 32118-5007
Tel.: (904) 248-2001

Beachcomber Oceanfront Inn, 2000 N Atlantic Ave., Daytona Beach FL 32118-3399
Tel.: (904) 252-8513

Beacon by the Sea, 1803 S Atlantic Ave., Daytona Beach FL 32118-5003
Tel.: (904) 255-3619
Best Western Aku Tiki Inn, 2225 S Atlantic Ave., Daytona Beach Shores FL 32118-5319
Tel.: (904) 252-9631

Best Western LaPlaya Resort, 2500 N Atlantic Ave., Daytona Beach FL 32118-3298
Tel.: (904) 672-0990; www.surfsideresorts.com

Best Western Mayan Inn Beachfront, 103 S Ocean Ave., Daytona Beach FL 32118-4321
Tel.: (904) 252-0584

Capri Motel, 832 N Atlantic Ave., Daytona Beach FL 32118-3716
Tel.: (904) 252-2555

Captain's Quarters Inn, 3711 S Atlantic Ave., Daytona Beach FL 32127-5201
Tel.: (904) 767-3119

Casa Del Mar Beach Resort, 621 S Atlantic Ave., Ormond Beach FL 32176-7715
Tel.: (904) 672-4550

Castaway Beach Resort, 2043 S. Atlantic Ave., Day-

tona Beach Shores, Fl 32118
Phone (904) 254-8480

Coquina Inn, 544 S Palmetto Ave., Daytona Beach FL 32114-4924
Tel.: (904) 254-4969

Coral Beach Motel, 711 S Atlantic Ave., Ormond Beach FL 32176-7815
Tel.: (904) 677-4712

Days Inn Oceanfront Central, 1909 S Atlantic Ave., Daytona Beach FL 32118
Tel.: (904) 255-4492

Days In Speedway, 2900 W International Speedway Blvd., Daytona Beach, FL 32124
Tel.: (904) 255-0541

Days Inn Tropical Seas Oceanfront Hotel, 3357 S Atlantic Ave., Daytona Beach Shores FL 32118-6308
Tel.: (904) 767-8737

Daytona Beach Hilton Resort, 2637 S Atlantic Ave., Daytona Beach FL 32118-5643
Tel.: (904) 767-7350

Daytona Inns – Broadway, 219 S Atlantic Ave., Daytona Beach FL 32118-4303
Tel.: (904) 252-3626

Daytona Welcome Center, 616 S Atlantic Ave., Ormond Beach FL 32176-7716
Tel.: (904) 767-5620

Del Aire Motel, 744 N Atlantic Ave., Daytona Beach FL 32118-3805
Tel.: (904) 252-2563

Desert Inn Resort Motel, 900 N. Atlantic Ave., Daytona Beach, FL32118
Tel.: (904) 258-6555

Dream Inn, 3217 S. Atlantic Ave., Daytona Beach, FL 32118
Tel.: (800) 767-9738 or (904) 767-2821;
www.dreaminn.com

El Caribe Motel, 2125 S Atlantic Ave., Daytona Beach FL 32118-5009
Tel.: (904) 252-1558

Esquire Motel, 422 N Atlantic Ave., Daytona Beach FL 32118-3925
Tel.: (904) 255-3601

Fountain Beach Resort, 313 S Atlantic Ave., Daytona Beach FL 32118-4503
Tel.: (904) 255-7491

Grand Seas Resort, 2424 N. Atlantic Ave., Daytona Beach, FL32118
Tel.: (904) 677-7880

Hawaiian Inn, 2301 S Atlantic Ave., Daytona Beach FL 32118-5349
Tel.: (904) 255-5411

Holiday Inn DeLand, 350 E International Speedway Blvd., DeLand FL 32724-2426
Tel.: (904) 738-5200

Holiday Inn Kennedy Space Center, 4951 S Washington Ave., Titusville FL 32780-7319
Tel.: (407) 269-2121

Holiday Inn Oceanfront, 2560 N Atlantic Ave., Daytona Beach FL 32118-3204
Tel.: (904) 672-1440

Holiday Inn SunSpree Resort, 600 N Atlantic Ave., Daytona Beach FL 32118
Tel.: (904) 255-4471

Indian River Inn & Conference Ctr., 1210 S Riverside Dr., New Smyrna Beach FL 32168-7768
Tel.: (904) 428-2491

Indigo Lakes Holiday Inn, 2620 W. International Speedway Blvd., Daytona Beach FL 32114-1120
Tel.: (904) 258-6333
Inn on the Beach, 1615 S. Atlantic Ave., Daytona Beach FL 32118-4903
Tel.: (904) 255-0921

La Quinta Inn, 2725 International Speedway Bvd., Daytona Beach FL32114
Tel. (904) 255-7412

Magic Carpet Motel, 2601 S Atlantic Ave., Daytona Beach FL 32118-5605
Tel.: (904) 767-7312

Majesty's Court - Fiesta Motel, 999 N Atlantic Ave., Daytona Beach FL 32118-3717
Tel.: (904) 252-1404

Oceanfront Motel, 3301 S. Atlantic Ave., Daytona Beach FL 32118-6308
Tel.: (904) 767-1711

Ocean Jewels Club, 935 S Atlantic Ave., Daytona Beach FL 32118-4762
Tel.: (904) 252-2581

Ocean Sands Hotel, 1024 N Atlantic Ave., Daytona Beach FL 32118-3627
Tel.: (904) 255-1131

Ocean Villa Motel, 828 N Atlantic Ave., Daytona Beach FL 32118-3716
Tel.: (904) 252-4644

Oceans Eleven Resorts Inc., 2025 S Atlantic Ave., Daytona Beach Shores FL 32118-5007
Tel.: (904) 257-1950

Palm Circle Villas, 2327 S Atlantic Ave., Daytona Beach FL 32118-5345
Tel.: (904) 255-4004

Palm Plaza Oceanfront Motel, 3301 S Atlantic Ave., Daytona Beach Shores FL 32118-6308
Tel.: (904) 767-1711;
www.palmplaza.com

Perry's Ocean Edge, 2209 S. Atlantic Ave., Daytona Beach FL 32118
Tel.: (904) 255-0581;
www.perrysoceanedge.com

Pier Side Inn, 3703 S. Atlantic Ave., Daytona Beach FL 32127-5201
Tel.: (904) 767-4650

Ponce De Leon Motel, 3425 S Atlantic Ave., Daytona Beach FL 32118-6310
Tel.: (904) 767-1511

Quality Inn and Suites, 251 S. Atlantic Ave., Daytona Beach FL 3217
Tel.: (904) 672-8510;
www.qualityinndaytona.com

Quality Inn on the Beach, 1615 S Atlantic Ave., Daytona Beach FL 32118
Tel.: (904) 255-0921

Ramada Inn Resort Oceanfront, 2700 N Atlantic Ave., Daytona Beach FL 32118
Tel.: (904) 672-3770

Ramada Inn Speedway, 1798 International Speedway Blvd., Daytona Beach FL 32120
Tel.: (904) 255-2422

Ramada Inn Surfside, 3125 S Atlantic Ave., Daytona Beach Shores FL 32118-6223
Tel.: (904) 788-1000

Ramada Limited, 1000 N Atlantic Ave., Daytona Beach FL 32118-3627
Tel.: (904) 239-9795

Rodeway Inn Oceanfront, 1299 S Atlantic Ave., Daytona Beach FL 32118
Tel.: (904) 255-4545

Sands Motel, 2523 S. Atlantic Ave., Daytona Beach, FL 32118
Tel.: (904) 767-2551

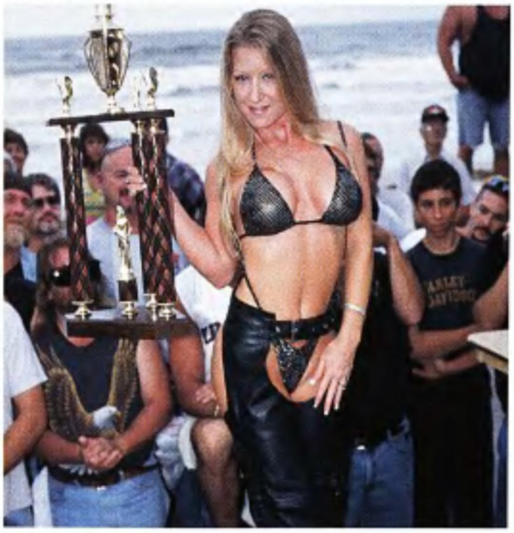
Scottish Inn Desert Isle, 133 S. Ocean Ave., Daytona Beach, FL 32118
Tel.: (904) 253-0666

Sea Breeze Motel, 1108 N Atlantic Ave., Daytona Beach FL 32118-3629
Tel.: (904) 252-4363

Seagarden Inn, 3161 S Atlantic Ave., Daytona Beach FL 32118-6223
Tel.: (904) 761-2335

Seashore Motel, 320 N Atlantic Ave., Daytona Beach FL 32118-3902
Tel.: (904) 253-9708

Shoreline Motel, 2435 S Atlantic Ave., Daytona Beach Shores FL 32118-5401
Tel.: (904) 252-1692



Sunglow Resort, 3647 S. Atlantic Ave., Daytona Beach Shores, FL 32127
Tel. (904) 756-9778

Sun Viking Lodge, 2411 S Atlantic Ave., Daytona Beach Shores FL 32118-5401
Tel.: (904) 252-6252

Super 8 – Speedway, 2992 W International Speedway Blvd., Daytona Beach FL 32124-1009
Tel.: (904) 253-0643

Super 8-Speedway/ Shivan Inc., 1608 N. U.S.1, Ormond Beach FL 32174
Tel.: (904) 672-6222

Treasure Island Inn, 2025 S Atlantic Ave., Daytona Beach Shores FL 32118-5007
Tel.: (904) 255-8371

Tropical Manor Motel, 2237 S Atlantic Ave., Daytona Beach Shores FL 32118-5319
Tel.: (904) 252-4920

Tropical Winds Oceanfront Hotel, 1398 N Atlantic Ave., Daytona Beach FL 32118
Tel.: (904) 258-1016

Villager Lodge, 700 N Atlantic Ave., Daytona Beach FL 32118-3805
Tel.: (904) 255-3411

Vistana Resort at World Golf Village, 100 Front 9 Drive, Saint Augustine, FL 320932
Tel.: (800) 477-3340; e-mail: www.vistanainc.com; Web site: www.vistana.com/resorts/WGV/default.htm

Whitehall Hotel/Conference Center, 640 N Atlantic Ave., Daytona Beach FL 32118-3803
Tel.: (904) 258-5435

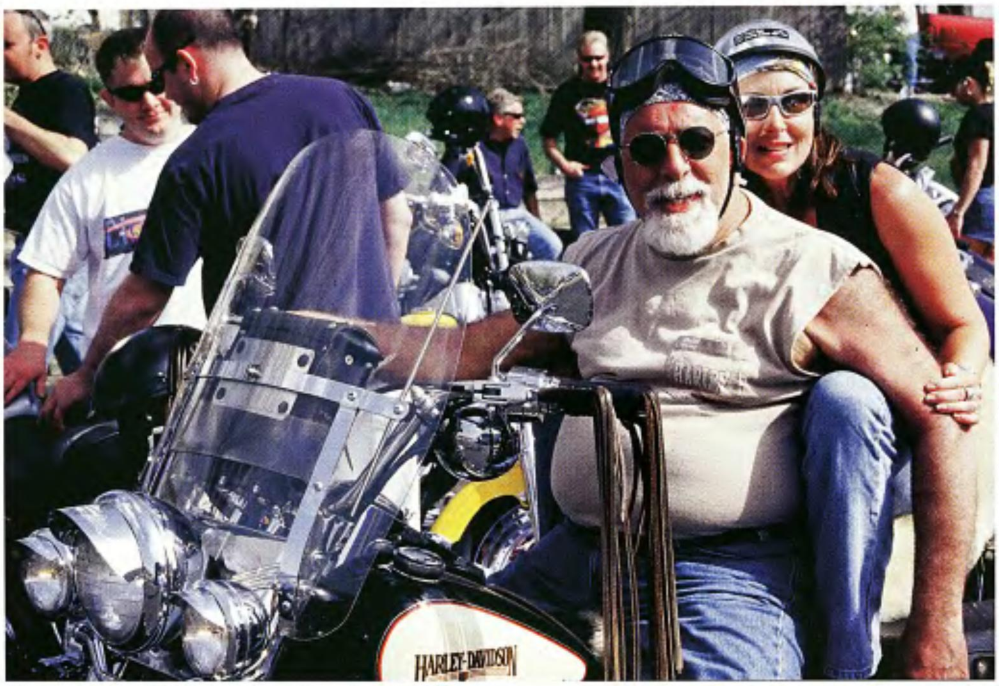
Surely we have provided you with enough information for you to make your own plans at Biketoberfest. "No you haven't and don't call me Shirley." OK, so we made it easy for you to find your way through all this even with a huge hangover. Now go out and experience all that Daytona has to offer HELMET-FREE! And, if ya just can't take the crowds any longer...there's lots of roads to be traveled around that state!

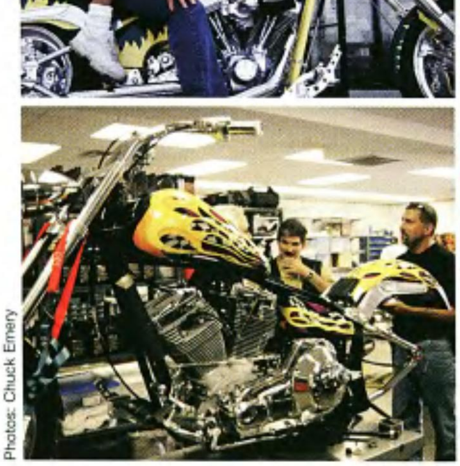
See Ya In St. Louis, Louis!

To build custom cycles, you don't have to be a rocket scientist, but if you already build parts for space machines, your aftermarket specialty shop will fly high. At least that is what the owners of Easyriders of St. Louis are banking on. Greg Kottman and Lloyd Jennings are also partners at ASTECH Machine and Tool Co. where they use sophisticated machines to fabricate parts for Boeing and to craft some pretty sophisticated bike parts.

Easyriders of St. Louis celebrated its move across town and its new owners with an open house in April. The wind was blowing so hard that the outside vendors had to tie everything down, but it blew in a mess of bikers from all over the area to check out the new store and meet up with old friends.

The original Easyriders of St. Louis was one of the first franchises to hit the Midwest. Ken Mange, the son of Rich Mange, who owned the first store for seven years, is busy running the service shop at the new store. Ken spends his days waving his





Photos: Chuck Emery

magic welding rod to stretch frames and tanks and slap chrome on wherever he can. "I like making bikes for people. I like making peoples' ideas come to life," Ken told us.

Like most bikers dedicated to creating a custom machine, these guys show off photos of their latest cycles like grandmas displaying their grandbaby snapshots. Parked right inside the door is a green and yellow chopper on a rubber-mount, mono-shock frame that Greg says is one of few in the country that is manufactured by some guy named Jerry in Germany.

The owners bought the 7-year-old business in January 1999 and after having a hard time finding a better location, the group settled on a cinder block building closer to the center of the city. Using the philosophy that the only way to do it right is to do it yourself, they started knocking down walls.

Greg's dad is a carpenter, and Tom Ivansic, who also owns part of the store, is an electrician. With help and the support of their wives and a whole flock of teenage kids, the team transformed the former drywall company into a fantastic scooter showroom.

The owners are planning more improvements, like moving ASTECH's machine shop to the same building. Right now the shop, 10 minutes away, is where the team makes their custom parts for one-of-a-kind bikes. But having it on-site would be a tremendous asset.

"There are a lot of people building bikes now, but in my mind, there is no such thing as bolted on. Everything has to be custom fitted," says Greg, who put the finishing touches on his chopper the night before leaving for Daytona. "We have something to offer in St. Louis. We're the people doing custom work. That is our edge. We can do anything here, make any part you can think of," says Greg. One of their hottest parts right now is a fabricated wheel for the new Metzler 240-16 tire.

The store is also the exclusive dealer of the Big Dog motorcycles line in St. Louis. These gutsy homegrown bowsers, manufactured in Wichita, Kansas, by Sheldon Coleman, the founder of Coleman camping gear, are built on Daytec frames and have a two-year unlimited mile manufacturer's warranty and enough chrome to keep you busy polishing for hours. The store also sells used Harleys and all kinds of aftermarket goodies.

Welcome to the Easyriders family folks!

—Julie Ann Stevens

Heat up that cold ride wit

Pigment Dyed Canvas Vest
There are just some days when you want to shed that big coat but still have something to keep the wind off your chest. This heavy quilted vest has two outside pockets, one inside and a silk screened design on the back.
4136 Sizes MD, LG, XL, XX $79.00*

Pigment Dyed Canvas Jacket
This jacket packs a punch. With a quilted lining it is warm enough for even those chilly autumn days. It features two side pockets and one inside, a corduroy collar and ribbed cuffs and back waist, and a silk screened logo on the back (see photo).
4137 Sizes MD, LG, XL, XX $109.00*

Wool Southwest Vest
100% wool and cool! This traditional Southwest design vest features two outside pockets, one inside pocket and a zip front. For rugged good looks and extra durability, we've added real leather accents.
3356 Sizes MD, LG, XL, XX $79.00*

Water Resistant Jacket
Here is a heavy duty jacket that is light in weight. Features start with water resistant Nylon outside and a soft nylon lining, filled with soft cushioned poly stuffing, an inside pocket, one zipper pocket on sleeve, two zippered front pockets, and ribbed cuffs, collar and waist. And if you ever need a handy pillow this might just do the trick!
4135 Sizes MD, LG, XL, XX
$119.00*

Wool Southwest Jacket
The *Easyriders* Southwest Wool jacket is fashioned from durable, comfortable 100% wool. This jacket also features leather trim, a zip-up front, four outside pockets, full lining and a snap down collar.
3332 Sizes MD, LG, XL, XX $89.00*

TO ORDER CALL 800-247-6246 OR 818-889-8740 FAX 800-523-8301

Easyriders Jackets & Vests

Cruiser Jacket

This soft leather jacket is perfect for those warm days on the bike and those cool nights out on the town. Strong lines, a waist length, zippered sleeves, adjustable sides, four pockets outside, two inside and a tailored back make this a perfect jacket.

4186 Sizes MD, LG, XL, XX, XXX $199.00*

Basic Biker Jacket

No bells. No whistles. Just top quality leather designed in the classic biker image. Features include three front pockets and one inside, plus side adjustments, extra long sleeves that zip at the bottom and kidney support.

B4181 Sizes MD, LG, XL, XX, XXX
$219.00*

Suede & Leather Varsity Jacket

Let your high school memories flood back when you wear this quality constructed jacket. This flash from the past jacket features leather sleeves and black leather trim around two outside pockets and one inside pocket, satin feel polyester lining, as well as a ribbed neck, cuffs and back waist. Adding a generous detailed embroidery across the back leaves nothing to the imagination. Available in two colors.

4143 Olive • 4142 Black
Sizes MD, LG, XL, XX $159.00*

Order Online – WWW.EASYRIDERS.COM

Call for free catalog, store location, or ordering information. • *Shipping additional. Calif. residents add 8% tax.

code: AMP340

A PARODY ON PUTTIN...OR IS IT?

GOLFINATOR

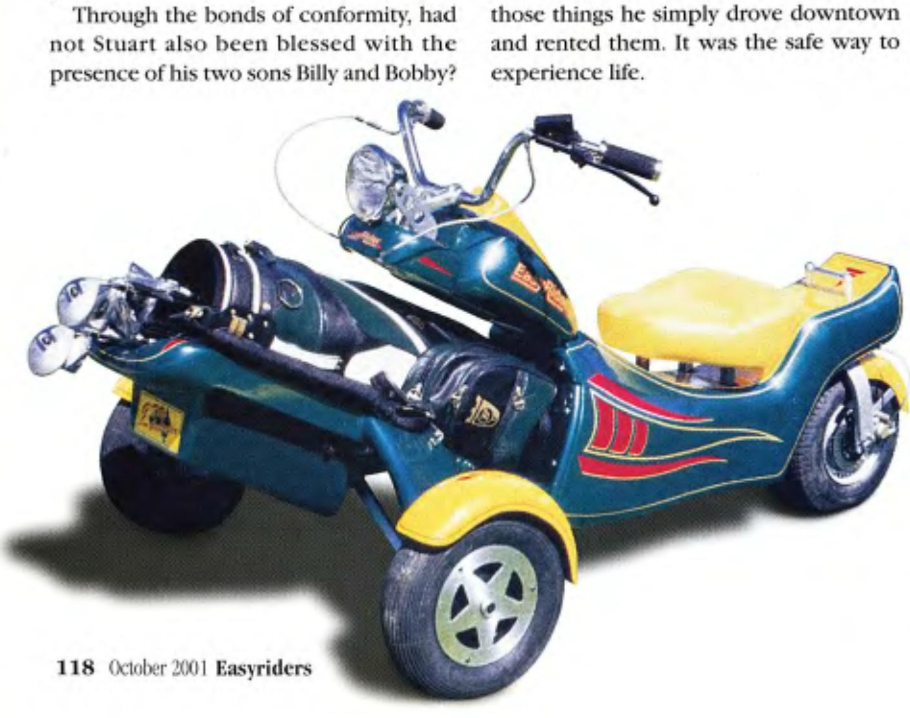
Stuart Henderson was a conformist. He had never questioned the ways of the world and had always known that if he did as he was told that he would, of course, receive his just rewards. "It's just common sense." He'd thought. And had it not been so? He had labored long and hard for the firm over the past 16 years and had gained a "position"; at least that's what they'd called it.

For his efforts he had received the usual: A three-bedroom house, complete with a hefty mortgage payment. A late model Chevy truck with a five-year note. A mini van (the '90s version of a station wagon) and a color TV. He had a beautiful wife (well at least she had been when he'd married her 20 years ago. But then time hadn't been the kindest of things to him either). He sometimes tried to remember what sex had been like. But, being a conformist and all, he believed what his wife had told him about sex at their age. He also knew from bitter experience that she could be down right mean when riled, and when she was in that state of mind, she scared him. Besides, over the years he had almost convinced himself that masturbation was real sex and that would just have to be good enough.

Through the bonds of conformity, had not Stuart also been blessed with the presence of his two sons Billy and Bobby? Billy had just turned 14, and Bobby was 17. Both were fine boys although Bobby's body piercing and self-mutilation fetish had been getting a little out of hand as of late. Stuart had also begun to wonder if he should have Billy fitted for glasses, as his eyes were always so damn red lately that Stu had begun to wonder if the boy might be nearsighted.

Then there was his faithful dog Spot. In his day Spot had been a fine specimen of man's best friend, as any dog could hope to be. In recent years though Spot had become somewhat nearsighted as was painfully apparent by the way he sometimes walked into walls. Yeah, but good old Spot's teeth were still in great shape after all these years and, after that time Spot had accidentally mistaken one of Stuart's feet for a juicy T-bone stake, Stu had decided it wise to keep his shoes on when his "best friend" was in the house.

He'd been right all along, conformity sure paid off all right. Still, sometimes it seemed as though there was something missing—Fun? Adventure? Excitement? Risk taking? Naw, it couldn't be any of those things. Stuart knew about that stuff. After all he had a Blockbuster Video card and whenever he felt the need of any of those things he simply drove downtown and rented them. It was the safe way to experience life.



But Stu was not alone. There were many conformists besides himself. In fact the land seemed to be crawling with them. He saw them everywhere: at school when he sometimes picked up the kids, in the office where he worked, at the grocery store, on the freeway. Then, of course there was his next door neighbor, "Davie Jones." Yep, it was good to be among his own kind.

Lately, though, there seemed to be some kind of commotion going on among them. From his perspective it almost appeared as though some kind of major movement was percolating, and since one conformist will always simply follow the others, they all seemed to be moving as if motivated by one mind. It wasn't long before Stuart learned that the wonderful new thing that everyone was talking about was...Golf.

One day Stu's neighbor, Davie Jones, came home with a beautiful set of those shiny, chromed out, Harley-Davidson golf clubs sticking out of their real, double-stitched leather, golf bag and strapped into the back of his pickup truck for all the world to see. Man were those clubs beautiful and just the sight of them made the gears in Stu's head begin to turn. Pretty soon he had a thought.

Now Stu knew that this was not a good thing. And he also knew how mad his wife would be when she found out that he'd been thinking; but he just couldn't help himself—those clubs were just sooo beautiful! Besides, he, like other conformists, had seen the movie "*Golfinator*" and knew how super cool Arnold had looked out there on the green; what with his finger-less putting gloves, steal toed golf boots, real Arnold Palmer leather jacket and Harley-Davidson clubs. Yeah, that's what Stu wanted to be—the Golfinator. Stu figured it would be the coolest identity he'd ever tried on. Besides he just loved the way his new costume was gonna look. He could hardly wait!

It had never crossed his mind to think that, in years past, men and women golfed because they actually liked, or even loved to golf. Or that their reputations for being

nonconformists (Some had even gone as far as to call them "outlaws". It was also rumored that they actually got real sex! It was all so exciting.) infatuated the conformists, because deep inside they too felt that something was missing from their lives. Could it be that they had been lied to from the beginning? The idea was unthinkable. (Besides, it was rumored that they actually got real sex.)

Stu decided to ask his mommy...er, his wife, if he could please get a set of those shiny new golf clubs.

"Absolutely not," she said, "Golfing is just too dangerous. What with all those balls flying around, you could be hit in the head. You might even put your eye out!"

She did have a point, golfing could be dangerous, and Stu had always been deathly afraid that some day he might get an owee. But hey, the other conformists were doing it. And Stu knew that, since all they ever talked about was safety, they were just as frightened as he was. It couldn't be as bad as all that. "But the Jones' are doing it," he retorted.

Now he had a point, as she well knew. If the Jones's had a set of new H-D golf clubs then sooner or later the Hendersons would have to get some too. Still she said, "No Stuart, $20,000. Is just too much money to be spending on golf clubs."

Now, Stuart knew that begging was not a pretty thing. But he also knew that sometimes it was necessary, but after a few months of his nagging, coupled with a promise to wear a safety helmet and goggles whenever he was on the course, he finally wore her down.

He wasn't really sure, cuz he didn't know much about it, but he thought that the model of golf bag that Davie Jones had was a "Golf King", or was it a "Wide Putt?" Oh well, it didn't really matter because he'd been down to the golf shop himself. He'd seen the new models and knew that the only bag for him was a "Fat Club". Yeah, those Fat Clubs were sooo cool that he could almost taste them.

When his order finally came in he knew just what he was gonna do. He would get a set of those really double-cool chrome golf club handle grips and a super new flame job airbrushed onto his bag. He would even buy a beautiful new trailer for his clubs so that he could pull them behind his truck in order to better display them and to show everyone just how super cool Stuart Henderson was. Of course all this would cost another $6,000. Like the other conformists, Stu worked all the time but didn't really seem to have any money. But, as everyone knows, that's what credit is for.

After many long months of dreaming about his new life, the day finally came when the dealer called to inform him that his "Fat Clubs" had arrived. Man, Stu could hardly get his ass down to that shop fast enough. But once he arrived, saw those shiny new clubs sitting there in the genuine leather bag with his name on it, and realized that he was gonna have to actually go down to the course, take hold of those Harley-Davidson handles and play golf, he got real scared. But it was too late. The deal was done and he would just have to close his eyes and step up to the plate, or onto the green as it were.

Finally the fun part came and Stu went to the "Golf Apparel" department (which probably should have stocked more boots, Levis, and T-shirts since that's mostly what real-life golfers actually wear. But, lucky for Stu, they had all the Hollywood clothes from the Golfinator movie) to pick out his costume. Not only did he get all the same stuff as Arnold, but he also added a set of real leather, Tiger Woods putting pants. It really was all so exciting!

After the "club" mechanic showed Stu the proper way to grip his clubs, how to get the bag strap over his shoulder and

the right way to tie his brand new clubs into his brand new trailer, Stu proudly drove home. In the weeks that followed, and since they were now both "Real Men" just like Arnold, Stu and Davie became good buddies. Every Saturday, and sometimes even Sunday too, they went down to the Golf Shop, or the local tavern where the other "Golfinators" hung out to admire each other's clubs, and talk about golf. Sometimes they even went down to the course to shoot a few holes.

Although the course was always jammed with the other Golfinating Conformists, and though Stu knew that these were his people, he always felt somehow separate from them. But he did like drinking the beer, smoking the cigars and, of course, the way everybody always stood around complimenting each other on the special chrome and paint that highlighted their equipment. And, too, the individual grace with which each had mastered his universe. It sort of reminded him of those other real cool cigar-puffing, brandy-swilling, old-time conformists from that other movie, *Titanic*.

The old timers were a whole different breed. Although most of Stu's friends didn't pay them much mind, especially since many times their equipment was old or even—oh my god!—worn and scratched from many years of hard use (they were obviously losers), Stu noticed them, and sometimes he wondered about those old-time golfers he always saw hanging around the course. They seemed to be such a tight knit group of guys, always laughing and scratching. They were outrageously rough, loud and outspoken; but their language, oh my, what Mrs. Henderson would have said had she heard them. But what Stu did not know was that these were people who truly cared for one another and would stick by each other through the absolute best, and worst, of times. They had found their true calling in golf long ago and reveled in the priceless companionship of those who shared the same passion, and there was almost nothing that one would not do for one another. This was an attitude that just seemed to come natural to all of the old-time golfers.

Sometimes Stu felt just a little self conscious out on the green sweating like a pig in his full-body leather golfing costume in the 90-degree heat (he knew that he wasn't what he pretended to be) and wondered if they were laughing at him. The truth was...they were. Yet, unbeknownst to Stu, most of them were big-hearted people. They golfed often because they truly and completely loved the actual act of golfing, something Stu had never considered. In their heart of hearts many may have thought him to be basically some kind of a freaked-out idiot. But, it was painfully apparent to them all that Stu was suffering through some kind of crises. Most wished that he would "get over it." All were very kind to him, and every single one hoped that he would eventually find his true passion in golfing and take his welcomed and awaited place among them. But if he did not, they'd get over it.

Had Stu known of this, the entire idea would surely have been a mystery to him. For he was a conformist and no one had ever told him that it was all right to find the things that he, of his own choosing, loved and was passionate about in life, then pursue those things with every last ounce of passion that was in him to give. For you see, the finding and pursuing of one's true calling in this world can only be an individual endeavor and therefore, by virtue of it's very nature, is an act of true nonconformity.

It would also require a certain amount of risk taking which could be dangerous. This idea was definitely out as Stu's life, like that of all conformists, was fear-based and had always been about maximum safety. Nope, he could not, and would not, go there. As did all conformists, Stuart Henderson knew that there was safety in numbers and would always simply follow the herd.

Two years passed and Stuart found himself a little older. Davie had sold his clubs six months earlier because he "needed the money" and, truth be known, Stu's clubs had been just sitting in the garage for at least that long. The days of "cool" had come and gone for Stu and whenever he thought about it he sort of got that "been there, done that" feeling. It had been fun, all except for the golfing part.

As of late though Stu's wife had been bugging him to sell those nasty old "murder clubs", as she was so fond of calling them, so she could get that kitchen-remodel job that she'd been wanting so bad. Now Stu knew that if she wasn't happy, he never would be either. So he dusted off his clubs, tied them into the trailer and drove on down to the *Golf Club Trader Magazine*. Once there, he had a picture taken of them, trailer and all, and placed it in the mag next to an ad that read: "1999 Harley-Davidson 'Fat Clubs' and trailer for sale. Very low mileage, (except for trailer) always garaged, hardly ever used, lots of extra chrome. Threat of divorce forces sale. Over $26,000 invested. A sacrifice at $23,000. Call blah, blah, blah.

When this was done, Stu picked up a copy of the magazine just to check out what the other ads looked like. Much to his surprise he soon found that the vast majority of them were identical to his own. Once he learned of this he let out a great sigh of relief for he was now certain that he had done the right thing.

A month later Stu's clubs sold and his days as a Golfinator officially ended. Although the memory began to fade , Stu still hung on to a few Arnold Palmer T-shirts and a picture of his clubs to keep in his wallet. Sometimes, Stuart will pull out his picture and talk of the good old days. Yet, when it was all said and done there was one nagging question that still remained—If a man has never thought of, or for that matter even wanted to ride, then why in the fuck would he buy a $20,000 motorcycle?

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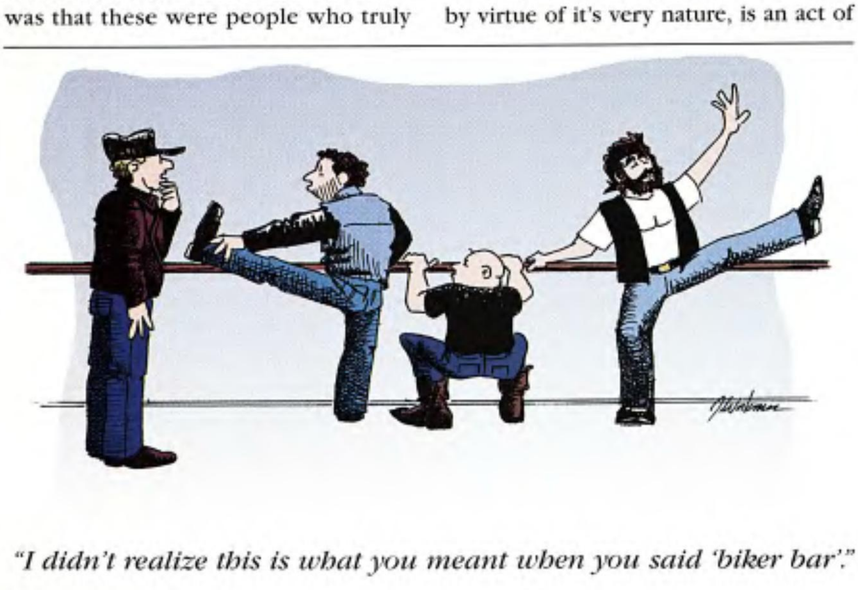

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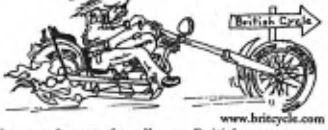

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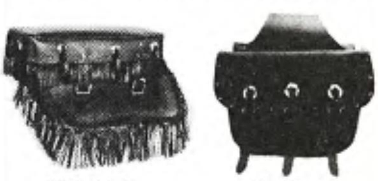

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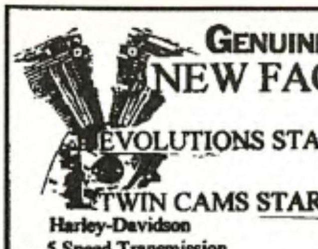

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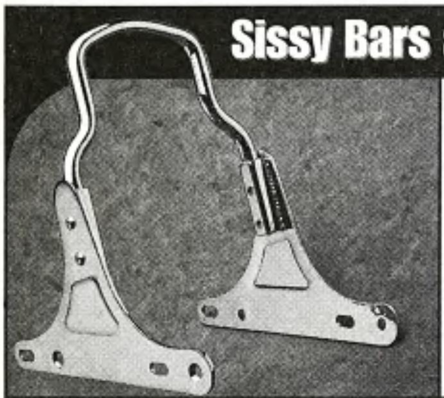

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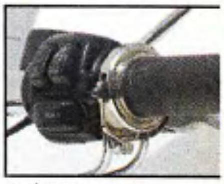

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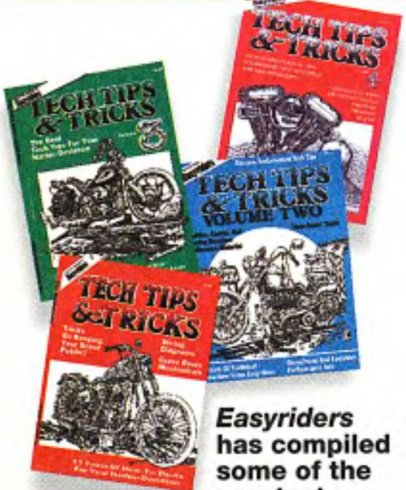

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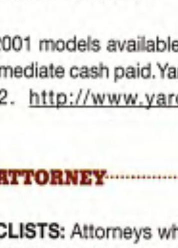

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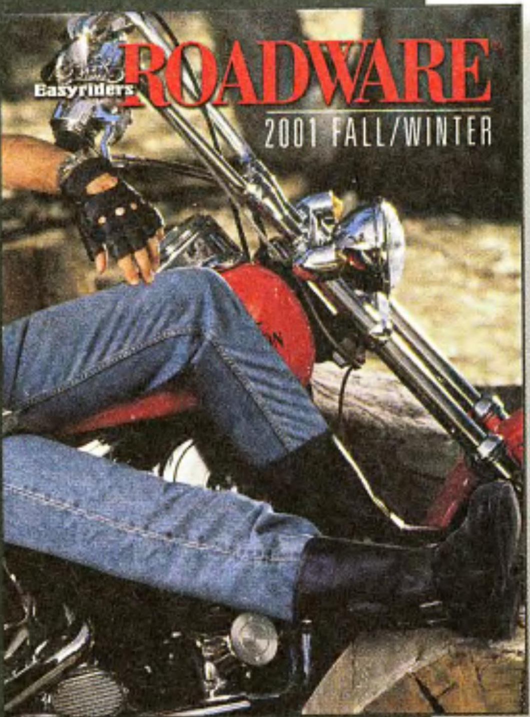

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TechTips

Dakota Kid Carbs
Fine-Tune Your CV

Having your bike running its best and keeping it that way is, to say the least, a common denominator among all bikers. After all, who wants their bike to die on the freeway doin' 80? Well, imagine yourself in an airplane—everything needs to be running at its peak—or else.

For Rick Marburger and Andrew Chandler, who are both avid Harley riders, taking the knowledge gained from their backgrounds in aviation fuel-management systems gave them the inspiration to take a close look at the Keihin CV carb Harley installs on their bikes. The pair just knew they could massage it a bit for better performance. Their efforts yielded some very positive results and they decided to make that technology available to the public by forming Dakota Kid Carburetors as a division of Marburger Enterprises.

To improve the Keihin, Rick and Andrew focused on three basic elements of the carb: full-throttle horsepower, midrange fuel economy, and smooth transition through each of the tuning circuits, from the idle circuit all the way through to the main jet. They firmly believe that the greatest improvement-per-dollar can be found by hot rodding the carb and air cleaner of a stock Harley.

The key to maximizing the induction of any internal combustion engine is in the velocity of the air column as it moves through the engine. With proper modifications, the Keihin performs the task of feeding fuel to a Harley pretty well since the throttle plate controls the amount of the air/fuel mixture fed to your engine, while the throttle slide maintains the velocity of the mixture—hence the term "constant velocity".

What Dakota Kid does to achieve increased flow is strip the carb and then bore the throat of the carb to allow the highest CFM (cubic feet per minute) of fuel mixture to pass. This increases laminar airflow, by decreasing turbulence in the carb. The increased CFM of fuel flow permits the cylinders to fill more completely yielding a much broader torque curve than stock. An adjustable idle mixture screw is also added, an adjustment that is plugged thanks to big brother when the carb is in stock form. The jets and slide are then radiused to help the transition between circuits and the slide is fit with a 5-position titanium needle for extended life. A weak point of the stock carb is the fuel inlet, which is plastic on the stock carb body. Dakota kid replaces this prone-to-break item with a higher flowing brass unit, and also modifies the fuel inlet needle and seat to ensure enough fuel is present in the bowl at all times.

Finally, the carb's jetting is set based upon the level of modifications that have been done to your engine and the elevation of where you ride. The only air cleaner recommended by Dakota Kid for this setup is the 300 CFM K&N Air Filter Assembly. And one last item of note, which pretty much goes without saying, is that a well-tuned, free-flowing exhaust system is paramount for the whole enchilada to deliver the performance expected.

So if you want optimal performance of your Keihin and increase the overall drive-ability of your bike, contact Dakota Kid Carburetors today. They are located at Dakota Kid Carb, 621B E. Broadway, Dept. ER, Williston, ND 58801. You can call them at (701) 774-9638, or on the Web at: www.dakotakidcarbs.com.

—Van Dyke

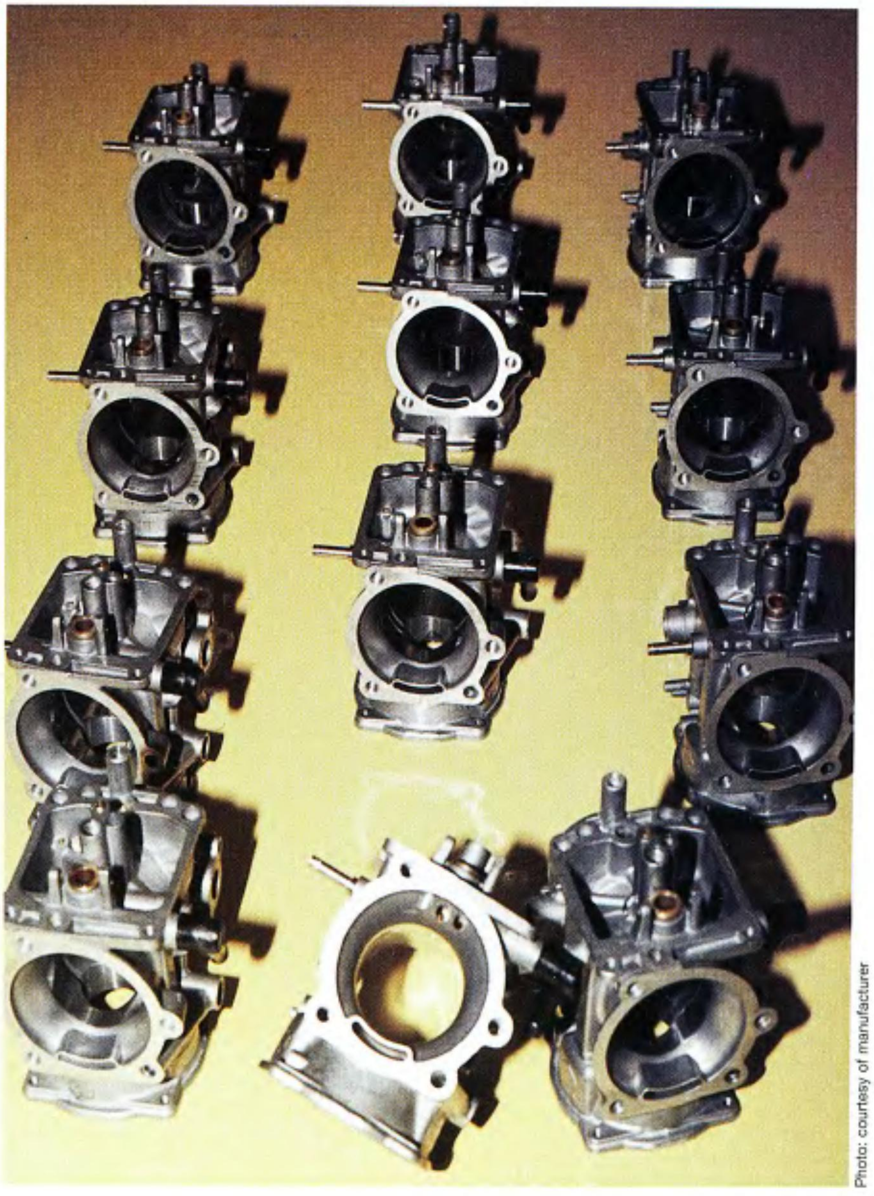


Photo: courtesy of manufacturer

FINDING A HOME FOR YOUR FUEL

Getting Tanked

If you can manage to put that beer mug you've been suckin' on down for a minute, walk outside and take a good look at your scooter—or any bike parked in front of the local beer joint for that matter. Right smack-dab in the middle of the bike, resting above those gorgeous jugs, is a hunk of steel that plays several key roles in both the form and function of the bike.

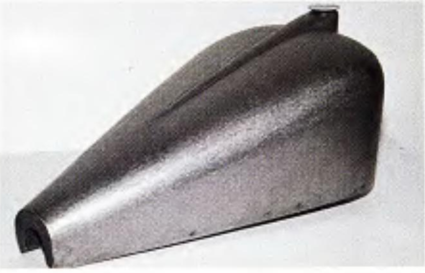
In case you haven't guessed, we're talkin' about your gas tank. Yeah, it has to carry fuel and that's not too complicated, but the tank's ability to make a statement about the bike's owner is an even more vital and sophisticated function than most people realize. The shape and style of your tank defines taste and vintage, sorta like fine wine (not the kind with a screw cap, dummy).

Long choppers often wear small Sportster tanks, vintage mustang-style tanks, or you may still see the occasional peanut tank if it's really old-school. Meanwhile, fat, lowered, ape hanger-equipped customs usually rely on stretched fat bobs. Of course, if you're into traveling long distances, looks are probably less important than capacity, but invariably each style does make a statement.

Oh, yeah, did I forget to mention that the gas tank is home to some of the most mind-blowing artwork to come out of an airbrush? So as you can see, choosing the right tank for your bike is critical.

In order to help keep the creative juices of your beer-addled mind flowing, here's an *Easyriders* guide to getting tanked—I mean getting a tank for your bike. —*Van Dyke*

Twisted Metal
Custom Gas Tanks



To really make your bike stand out in the crowd, what better way than to have a one-of-a-kind gas tank perched above your V-twin mill. Twisted Metal, located in Irvine, California, is run by Rod Roquejo, a third generation "metalman" who grew up learning the craft of twisting metal into rolling artwork from his dad, Fernando. Rod can stretch your existing tanks or hand-build you a custom tank to meet your specs—as well as your wildest dreams. Need custom fenders? Rod can bend you a pair of these as well.

You can find out more about Twisted Metal's custom gas tanks, fenders and frames by calling Rod at (714) 859-6338, or drop him a line at Twisted Metal, 8 McClaren St., Suites M&N, Dept. ER, Irvine, CA 92618.

Pro-One
"35" Series Aluminum Tanks

Pro-One is offering custom builders the ultimate in style, form and function with their handcrafted aluminum gas tanks. Available in stock, 2- and 5-inch stretch versions, holding 4.2, 4.3 and 4.5 gallons respectively. All of Pro-One's tanks incorporates a seat pocket for a smooth transition from tank to seat, and can be ordered with either a screw-in or flush-mounted gas cap.

To get your hands on a Pro-One "35" Series tank contact Pro-One Performance Manufacturing, 2700 Melbourne Ave., Dept. ER, Pomona, CA 91767. Phone: (909) 445-0900, fax (909) 445-0096. Web: www.pro-one.com; or e-mail, sales@pro-one.com.

Fat Katz
Frisco Chopper Tank

The T100 Frisco Chopper tank from D&D/Fat Katz is one of their latest creations and it's sure to turn heads. Since the Frisco tank was designed with chopper frames in mind, the filler neck was moved forward and the petcock was moved rearward to accommodate the increased incline in the backbone of the frame due to stretching. The Frisco's long, thin profile and flat bottom is unlike anything on the market today.

To get yours or find out about other Fat Katz products contact Fat Katz Inc., 140 E. McKnight Way, #2, Dept. ER, Grass Valley, CA 95945. Phone: (530) 273-2212, fax (530) 273-2112. Web: www.fatkatz.com or e-mail them at dd@fatkatz.com.

Independent Gas Tank Co.

Independent Gas Tank Co. is proud to offer bikers the finest steel gas tanks. From their Roadster to the Aero Twin Nitrous, all of Independent's tanks are individually handcrafted from 16-gauge cold rolled steel, TIG-welded and then pressure tested for integrity. Since each tank is custom built, the options are endless—from twin nitrous bottles mounted on the side, to features like the recessed gas caps—Independent has it all.

To contact the Independent Gas Tank Co., located in Mesa, Arizona, dial (480) 633-6700, or you can find them on the Web at www.independentgastank.com.

Paughco
Fat Bobs for Sportsters

Sportster owners who desire a large capacity tank for long hauls and those interested in giving their Sportster that "Big Twin" look will find what they're looking for in Paughco's latest custom replacement gas tank. Shown here is the new 4.2-gallon, fat bob-style tank designed specifically for '82-'94 Sportsters. Fully pressure tested, these heavy-duty tanks bolt directly to the stock Sportster tank brackets, feature a left-side rear bung for your stock petcock and can be ordered for single or dual gas caps. Paughco 4.2-gallon Sporty fat bob-style tanks are19 inches long, 14 inches wide, 8 inches deep and feature a centerline hole-to-hole mounting bracket measuring 14 5/8 inches. The tanks come in raw steel and include custom rubber mounting brackets. This tank is also available for '95 and later Sportsters and a variety of Big Twin and custom applications.

Paughco Sportster 4.2-gallon, fat bob-style tanks can be purchased from Paughco dealers worldwide or by calling (800) 423-2621.

Ness/Battistinis
One-Piece Aluminum Tanks

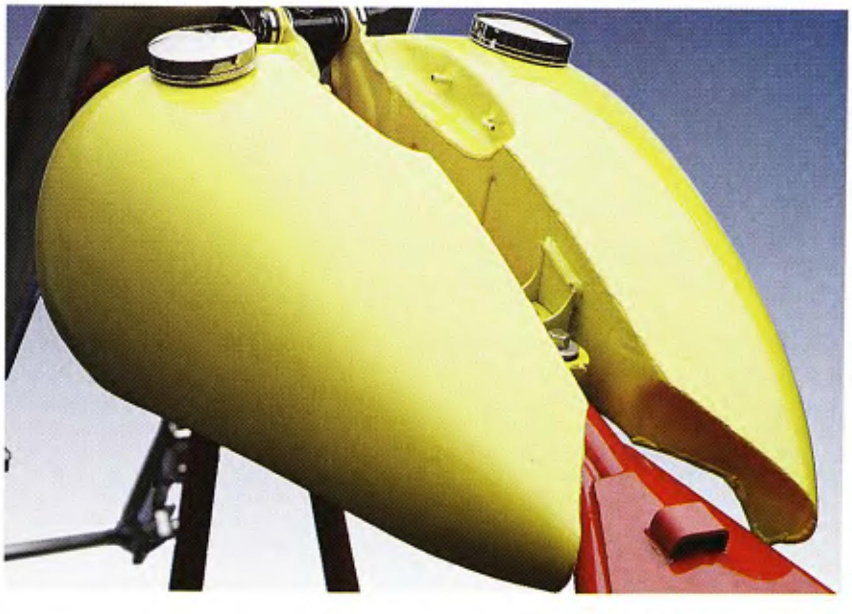
Arlen Ness is offering these direct bolt-on, 1-piece fuel tanks for Harleys. Manufactured by Battistinis for Ness using 14-gauge aluminum with a 5% magnesium content, the tanks are created using a patented process for extreme durability and consistency. All tanks are 13.5 inches wide at the front, 6.5 inches wide at the rear and 23 inches long with a seat pocket depth of 1 inch. Each tank comes with a flush-mount gas cap and has a capacity of 4.1 gallons. There are direct bolt-on tanks available for Softails from '86 through present as well as all FXR and Dyna models.

For more info: Arlen Ness Enterprises Inc., 16520 E. 14th St., Dept. ER, San Leandro, CA 94578. Phone: (510) 276-3395, fax (510) 276-3534. Web: www.arlenness.com.

Custom Chrome
Regency Fat Bobs

Unlike tanks with add-on extensions, Custom Chrome's 6-Gallon Regency flatside fat bob gas tanks carry more fuel and don't require hours of bodywork to get the contours just right before painting. Even more important than increased riding range, the greatest benefit of these tanks is their sensational European styling. Over 2 inches longer than stock tanks, the bike suddenly looks dramatically longer and lower. A single sheet of seamless, 1-piece steel is deep-drawn to form the perfectly curved outer panels of our all-new, 6-gallon flatside Fat Bob gas tanks—a Custom Chrome exclusive. (May require some modification of the stock seat or purchase of aftermarket seat.) These tanks fit Softail models from 1984 through1999 and aftermarket frames with flat side tank mounts.

For more information from Custom Chrome see your local dealer, or call (800) 729-3332. You can also visit their Web site at www.customchrome.com.



Chrome Specialties
Tank Shift Fat Bobs

These new tanks from Chrome Specialties are an accurate reproduction of the hard-to-find, obsolete hand-shift tanks that were standard until '53 when the first foot-shift Harleys were made available. The shifter-gate lugs and fuel shut-off rod hole centers are accurately placed for trouble-free operation. These tanks accept, but don't include, early-style gas caps, circa 1941-1973, rod-style fuel shut off, and OEM shift gate. The tanks are made to fit all big twins from 1948 through 1965.

For info on where to get yours, contact Chrome Specialties at (800) 277-8685, or find them on the Web at www.jammerclub.com.

Paul Yaffe Originals
Zombie Tank

If you're looking for a tank with a completely unique shape, Paul Yaffe Originals has what you're looking for. Paul has borrowed the shape of the original Sporty tanks, then stretched, raked, wedged the profile and then raised the tunnel until it looked like it was poured over the frame. With 25.5 inches of tunnel length, this tank will fill stretched frames nicely.

Contact Paul Yaffe Originals, 2211 E. Indian School Rd., Dept. ER, Phoenix, AZ 85016. Phone: (602) 840-4205, fax (602) 840-2569. Web: www.paulyaffeoriginals.com.

Paul Yaffe Originals
Chopper Tank

When Paul Yaffe was first designing tanks to fit his new chopper frames, he wanted to create a contemporary-looking tank that would preserve the long, narrow chopper line, yet compliment the technical, no-nonsense look of his customs today. After slicing and dicing one of his Roadster tanks to section 5-inches out of the center and then wedging it from front to rear, Paul arrived at this streamlined tank, preserving the chopper heritage while creating flowing lines.

To get yours, contact Paul Yaffe Originals, 2211 E. Indian School Rd., Dept. ER, Phoenix, AZ 85016. Phone: (602) 840-4205, fax (602) 840-2569. Web: www.paulyaffeoriginals.com.

Tedd Cycle Inc./V-Twin Manufacturing
E-Z Bob Tank Kits for Sportsters

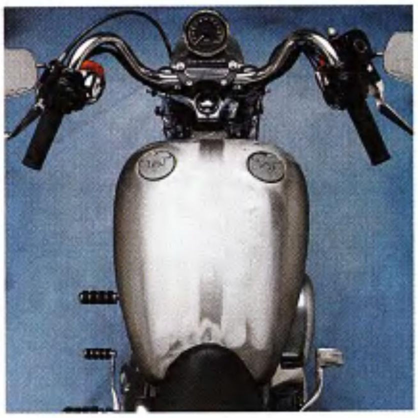
Check out Tedd Cycle,Inc., better known as V-Twin Mfg., for their E-Z Bob Tank Kits designed for Sportsters. These kits come complete and feature a 1-piece design that's easy to install. The kit includes a 3-light, unwired dash kit, chrome bung-style gas caps and all of the necessary hardware needed for easy installation—you just need to supply the paint. These tanks have a 3.2-gallon capacity for improved cruising range.

For more info contact your local V-Twin dealer, or contact them directly at V-Twin/ Tedd Cycle, Inc., P.O. Box 473, Dept. ER, Vails Gate, NY 12584. Phone: (845) 565-2806, fax (845) 565-3060.

Drag Specialties
Mustang Tank

For that old-school chopper you're planning on building, Drag Specialties has a very cool Mustang-style gas tank that will bring back memories. This steel, fat bob-style tank has a low tunnel height of 2 3/4 inches and features two filler caps, only one of which is functional. The tank measures 19 3/4 inches in length, and is 11 1/2 inches wide and can hold 3.3 gallons of gas.

To find out more see your local Drag dealer or contact Drag Specialties, 9839 West 69th St., Dept. ER, Eden Prairie, MN 55344. Phone: (952) 942-7890, fax (952) 942-7891. Web: www.dragspecialties.com.



Drag Specialties
1-Piece, 2-Inch Extended Dyna Tank

This gas tank is fully functional with no dummy extensions. It's the smooth-top version with dual flush-mount locking caps and has a capacity that is approximately 4.2 gallons. Other versions are also available. The tank fits '91- '01 Dyna models and requires custom-mounted gauges, and it comes complete with all the necessary mounting hardware, but will not accept OEM electric fuel gauges.

See your local Drag Specialties dealer or contact them at Drag Specialties, 9839 West 69th St., Dept. ER, Eden Prairie, MN 55344. Phone: (952) 942-7890, fax (952) 942-7891. Web: www.dragspecialties.com.

Jammer
Low Tunnel Sportster Tanks

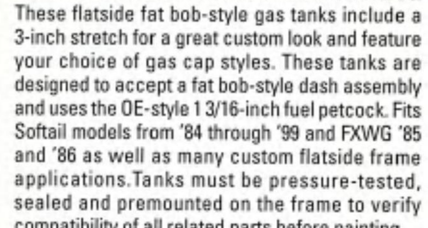
Chrome Specialties Jammer "Low Tunnel" Sportster-style tanks are made with a 1.5-inch tunnel and universal-style mounts for use on all custom applications. Available in 2.8 or 3.5 gallon configurations, these tanks accept all 3/8-inch NPT threaded petcocks and come unpainted.

If you want the classic look of a Sportster tank perched high above your V-twin, contact Chrome Specialties at (800) 277-8685, or find them on the Web at www.jammerclub.com.

MID-USA
Stretched Gas Tanks for Softail or FXWG

These flatside fat bob-style gas tanks include a 3-inch stretch for a great custom look and feature your choice of gas cap styles. These tanks are designed to accept a fat bob-style dash assembly and uses the OE-style 1 3/16-inch fuel petcock. Fits Softail models from '84 through '99 and FXWG '85 and '86 as well as many custom flatside frame applications. Tanks must be pressure-tested, sealed and premounted on the frame to verify compatibility of all related parts before painting.

For more information contact MID-USA at (800) 632-0024 or check out their Web site at www.mid-usa.com.



Porkster Tank for XL Models

Here's a 4.2-gallon, axed-style large tank that can be mounted on Sportster models from '52 through '78. This tank uses J&P No.12-725 filler caps and stock petcocks depending on the year. The petcock mounts on the right side. The tank is available with either single or dual caps. It measures 9 inches in height, 13.5 inches wide and16 inches long.

You can get yours by contacting J&P Cycles, 13225 Circle Drive, P.O. Box 138, Dept. ER, Anamosa, IA 52205. Phone: (800) 397-4844. Web: www.jpcycles.com.

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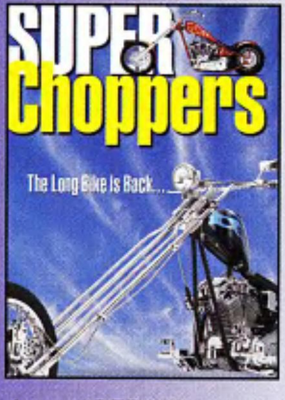

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Rick Doss Builds the J&P Cycles Dream Bike Giveaway

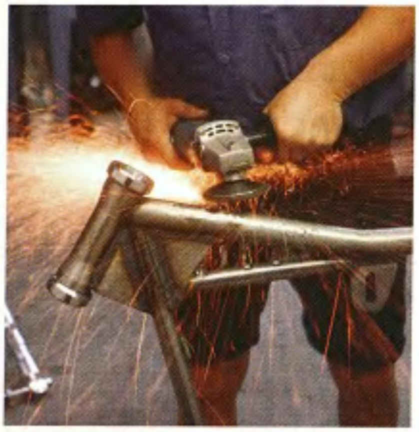
The phone call around Christmas time won't be somebody trying to sell you a time-share vacation in Tierra del Fuego or a lifetime supply of monogrammed kitty litter liners. A voice from the *Easyriders* office will say, "You've just won the J&P Build-a-Bike custom bike built by Rick Doss." After you regain consciousness and stop hooping an' hollering, we'll give you all the details.

Hey, somebody's got to win it. For the past five years, J&P has given away what they call the "J&P Build-a-Bike." J&P, located in Anamosa, Iowa, does have all the parts anyone would need, even Master Builder Rick Doss, to build a bombshell of a bike, with literally tens of thousands of components found in their massive catalog.

Rick, talking to us from his Danville, Virginia, headquarters, tells us how the Dream Bike project all came to pass: "Custom Chrome, J&P's biggest customer, had gotten into producing several different styles of kit bikes. J&P wanted to build one for this Giveaway. Over the past 11 years, I've produced some 600 parts designed and sold exclusively through CCI, so it made sense that I take on the job. We started with their kit based around the Sante 230 fat tire frame with a stretched 3-inch backbone and 35-degree rake, and a RevTech drive train. Along the way J&P wanted to make some personal touches with a different tank and wheels and other pieces which I thought was a good idea. In my eyes you've got a kit there that anybody can buy, but it also shows that you can take that kit and with another $800 to $1,000 worth of parts from the J&P catalog, you could really transform that bike into something unique. And that was the angle we went after when we started building the bike.

"On my projects, I first begin by fitting all the major parts together, so we took the motor, the frame, transmission and mounted the rear fender and drilled all the necessary holes. Then we went with the changes to the basic kit they specified like the addition of the 6-gallon gas tank with the trick gas cap and the switch from spoked to RevTech solid wheels. After putting the bike together, we then took it apart for the basic paintwork including the base color, which was handled in our shop. Then we sent out the sheet metal to the painter J&P had chosen, the MK John Studio. At that time we had no idea what the paint scheme would look like. In four weeks, it came back, and we were very pleased. They did a fantastic job including a very tasteful flame job. After receiving the sheet metal, we began the re-assembly. I think the transformation of the kit bike was very tastefully done and shows what you could do with a little bit more money and a smidgen of imagination.

"The bike went together extremely well. It's been our experience that usually when you're building a bike, 85% of it goes together in just a matter



of probably 25-30 hours. The last 10-15% usually takes twice as long as putting the major parts together because you're down to running brake lines, running fuel and oil lines, various things like that which really take a lot of time.

"This whole kit bike series is very well thought out, and has some very unique features like the Thunderheart Wiring System, which, while a little more complicated than snapping together a soft wire system, allows you to create a more custom-type of wiring. For example, if you don't want to run turn signals you can easily delete that section. Everything was lettered and color-coded with everything plugging together. A very nice and a very well-thought out wiring harness. The same thing goes for the brake lines. J&P went that extra mile by including the Goodridge clear-coated lines and things like that which I personally think makes for a very top quality job. The whole kit gives you a very nice custom look without having to mortgage your house. You get a 100-inch RevTech motor, which again was very well thought out through the whole process, cutting no corners in all the internal and external parts they used on the motor. Before assembly, the raw castings are smoothed and the cylinders, heads, and engine cases are

show-polished by hand. It comes with forged pistons, and it has no head or base gaskets, rather ultra-high temperature O-rings that just don't fail, plus a two-year or 20,000 mile limited warranty.

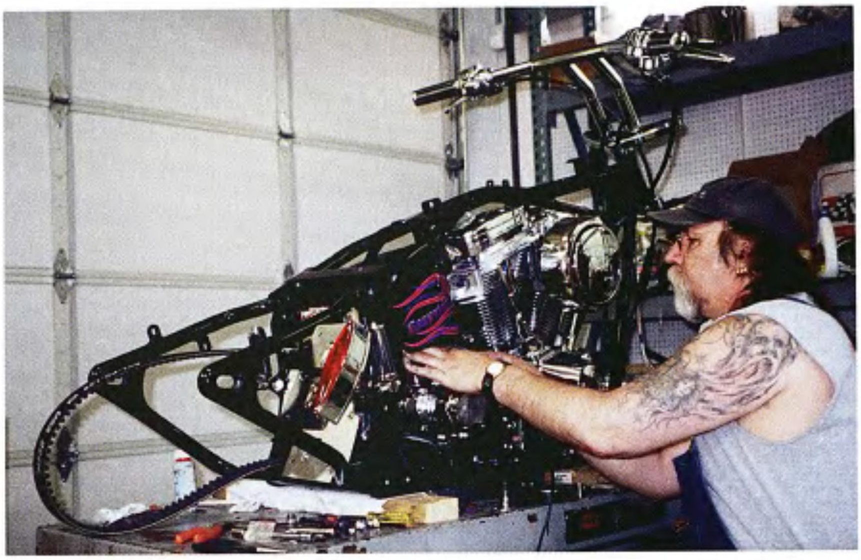
"The kit also comes with the RevTech 6-speed, a killer transmission with a killer warranty, five years. It has all the features you'd want in a custom. When we got the kit from J&P, it was packaged just like it goes to a customer. It's all wrapped up on a pallet and all organized by box. For example, all the primary stuff is in one box with a sheet that lists every part number. And that goes for all your wiring stuff, all your brake stuff, and so on. I liked that thoroughness plus they even send you the oil, oil filter, brake fluid, primary fluid, trans fluid, everything you need, even the hose clamps, and a Harley-Davidson service manual. Other components that went into the bike, all from J&P sources, included a Spyke high-torque starter with polished cases, Samson Big Guns Sawed-off Shorties exhaust, Avon tires, billet forward controls, and Lexan dash kit with LED and VDO speedometer.

"Then just by little changes you can make a big difference. Like the lower legs came polished, and I had those powdercoated black because the bike's basic color was black. Just doing that added a really unique touch, and that only cost about 50 bucks.

"When we cranked the bike, it ran like a top. Somebody's going to win themselves a really nice bike."

There's still time to win the Rick Doss custom. It's a no brainer with no purchase necessary. Check out the J&P ad in this issue for details on entering, or surf over to the J&P Web site at: www.jpcycles.com. And if you want to check out the extensive line of trick custom parts from Rick Doss you can pay a visit to visit his Web site at: www.rickdossinc.com.

—Paul Garson



Photos: courtesy of J&P Cycles

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OFFICIAL SWEEPSTAKES RULES

1. Mail your official entry form to Easyriders / J&P Cycles Bike Giveaway, P.O. Box 50044, Boulder CO 80322-0044. If none attached, enter by printing your name and address on a plain 3"x5" card, along with the words "Bike Giveaway" and send it to the address above in a handwritten envelope. Photocopied or duplicated entries will be voided. Easyriders and J & P Cycles are not responsible for lost, misdirected, or late mail.

2. One grand prize winner will be selected on 12/20/01 to receive a custom motorcycle with an estimated retail value of $29,000.00. The motorcycle pictured may not be the specific one awarded, and is non-transferable, and not redeemable for cash. **The odds of winning depend on the total number of eligible entries received, and are not improved by the subscription purchase.**

3. Sweepstakes is open to U.S. residents, age 18 or over, who possess a valid drivers license, except employees of Easyriders, Inc. or J&P Cycles, their affiliated companies and advertising and promotion agencies. **Sweepstakes is void wherever prohibited or restricted by law. All federal, state and local taxes, registration fees, and delivery of the motorcycle prize are the sole responsibility of the winner.**

4. The winner will be selected by random drawing from all entries received before 12/1/01 by Wood Business Solutions International, whose decision will be final. Winner will be notified by phone and mail, and must acknowledge notification within 30 days or prize will be forfeited, and an alternate winner selected.

5. Winner may be required to execute an affidavit of eligibility, release and indemnification. Winner releases *Easyriders* and J&P Cycles from any responsibility or liability in connection with the use of the prize. Easyriders and J&P Cycles do not make or are responsible for any warranty or guarantee with regard to the prize including, but not limited to, the fitness of the prize for a particular purpose.

6. For the name of the prize winner, send a separate, stamped, self-addressed envelope to 2001 Christmas Sweeps, c/o Easyriders, Inc., P.O. Box 1050, Agoura Hills, CA 91376-1050. To be removed or excluded from mailing lists, send your request to the Easyriders address above.

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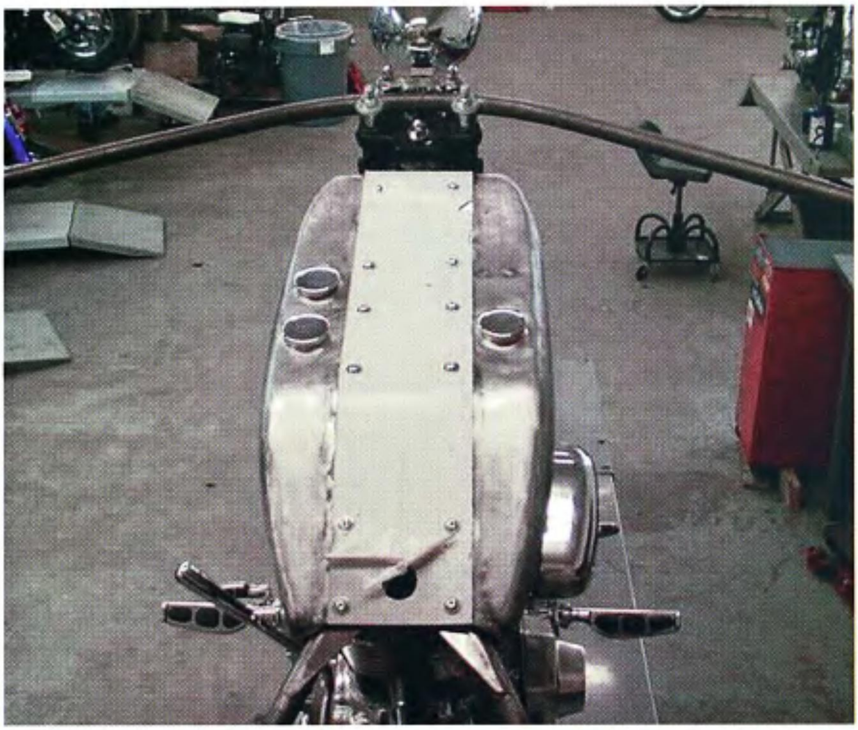


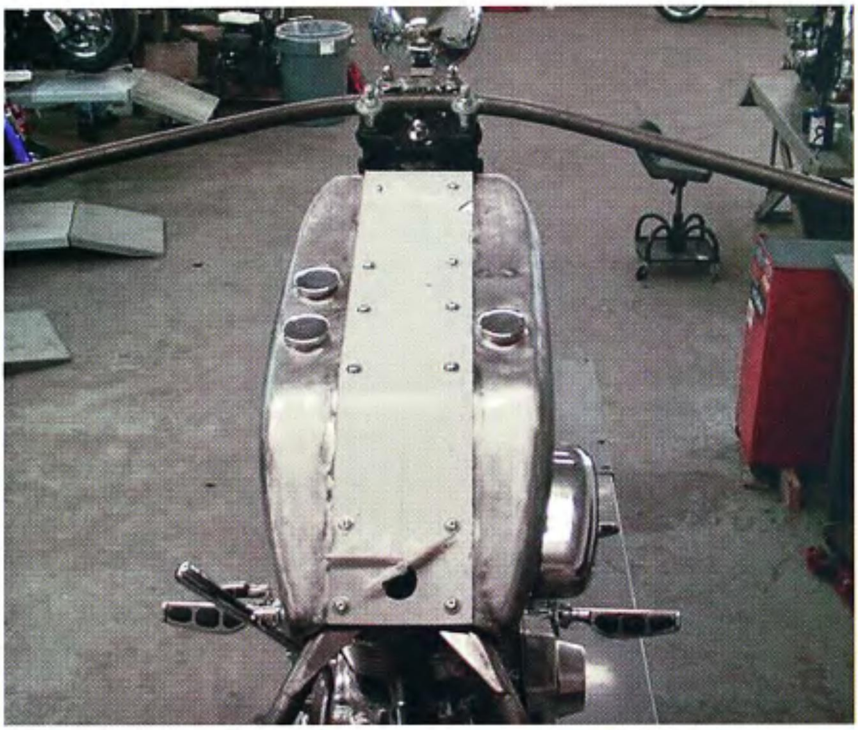
1928 Shovelhead
Dallas Easyriders Can't Stop

Rick Fairless, the owner of Easyriders of Dallas and the neighboring Strokers Ice House, is rapidly creating a relationship with many of the top bike builders in the country. He likes bringing a wide assortment of talents to his burgeoning store. He's worked with Arlen Ness and Pat Kennedy. With this project he brings into play the influences of Ed Martin of Chrome Specialties, Chica from Newport Beach, California (who has built a couple of bikes for Chrome Specialties), and Randy Simpson of Milwaukee Iron.

This bike was inspired by Randy Simpson's shovelhead racers that he built 10 years ago and the antique-looking shovelhead by Arlen that was recently featured in *Easyriders*. It's a style that exudes nostalgia and class. Ed Martin picked up the baton with Chica's creation called "Trick," an ironhead Sportster, which will be on display wherever Chrome Specialties will be seen this year.

Let's kick around the parts for this beast: Randy Simpson developed a frame and sheetmetal kit and Arlen has a plug for fiberglass tanks, but you must have the resources to fiberglass the two halves together. Don't get depressed, though, there's hope. A couple of manufacturer's in Europe still make fenders, tanks, seats and the front ends for teen Harley-Davidsons. This means that if you stumble across an early frame, engine and tranny, you can build an antique bike, and especially a racer. Think about it. Racers from the teens and '20s fetch prices close to $100,000! "For that reason alone," said Don Whalen, of the Sierra Madre Motorcycle Company in Pasadena, California, "I won't buy a racer unless there is some documentation of the races it ran in, photographs or trophies. It's too easy to fake a racer today." Something to think about, if you're a collector.

The contact stateside for these parts is Fred Lange at (805) 937-4972. The seat and the fenders also came from Fred. The frame is a stock rigid panhead configuration from Paughco, with a stock late-model Bad Boy front end. To drop the front slightly, Jim Stultz, Rick's main fabricator/bike builder, used a KT



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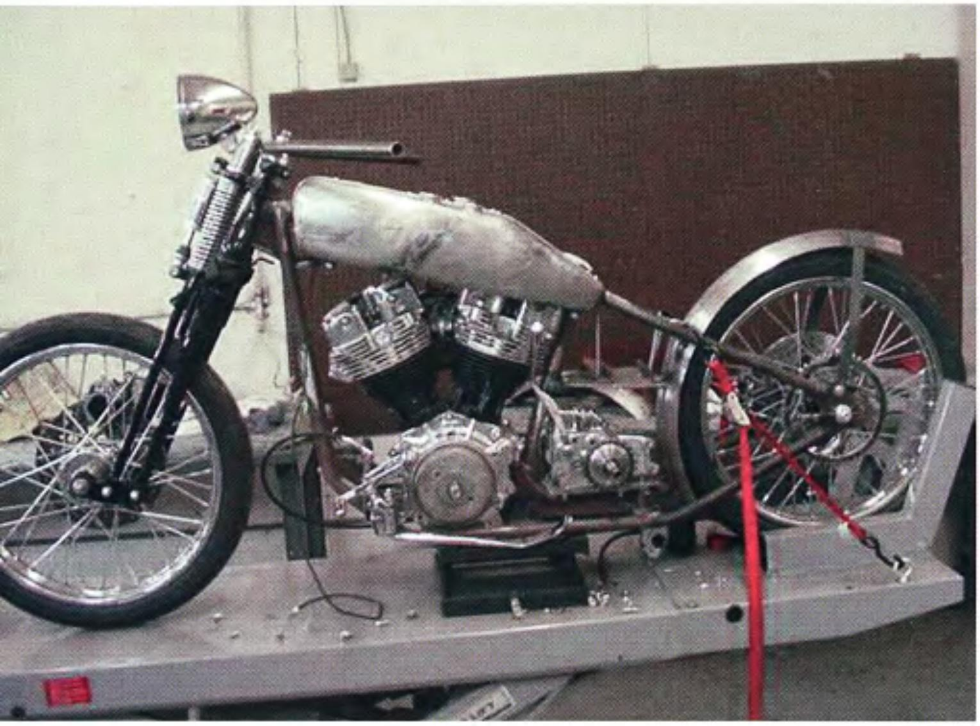


Photos: Tina Fairless

Components lowering kit to make the frame level, because the newer springers are XA length. The retro tanks are sweat-brazed together and contain the oil in one half and the gas in the other. Unfortunately, the tanks didn't fit the frame at all and had to be disassembled, cut and rewelded to fit.

The fun aspect of one of these "round-the-town" projects is that it can be a true swap meet special once you have the basics in hand, and you can slip as far back into the retro world as you want. You can roll with chain or belt and use any old brakes you have around. Rick chose to use disc brakes and a chain, but he's going with a jockey shift and an internal throttle assembly from Chrome Specialties. The charging system will be state-of-the-art Compu-Fire and the carburetor is an S&S. The engine and transmission were rebuilt from the ground up by JIMS Machine, while the engine cases are STD.

Both wheels are 21-inchers for that spindly look. The handlebars were designed by Jim and bent by Milwaukee Iron. There will be internal throttle cables and a minimum of controls on the handlebars. Since the transmission was rebuilt with the notion that it would be an electric start, an aluminum inner primary will be used with an old fashioned tin outer primary, which Rick picked up at a swap meet.

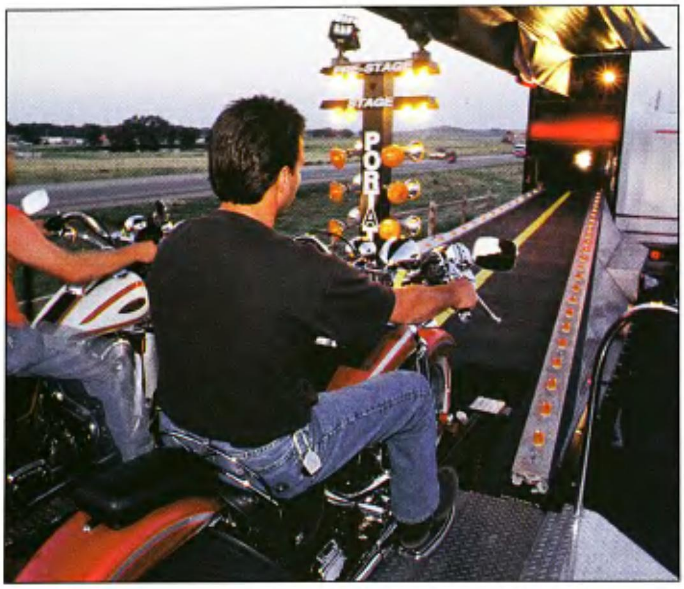
Jim sliced all the mounts off the frame except for the front footpeg mounts, and the engine and tranny mounts. Since the oil tank is part of the gas tanks, the only additional container will be for a battery, which would be used to conceal a car-type marine ignition switch and a light/toggle switch.

"I try to fabricate components to be user friendly," Jim said. He designed the battery box so that it would only take two bolts out of the seat post and two out of the rear section. The whole pan will lift out through the top. The two sides covering the battery will meet in the middle in a flying wedge configuration. Jim plans to build a top cap to conceal the battery from the area under the seat.

The steel gas tanks, once cleansed of the brass, were chopped and channeled to clear the rear head. The entire center of the tanks were removed to fit over the frame, unfortunately that reduced the gas capacity to just 1.5 gallons.

If this thing turns out as cool as we think it will, you might just see the finished scoot right here in *Easyriders*.

—Snakebit Sam



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5/4-5/6	Virginia Beach, VA - Bike Week Classics KOA on General Booth Blvd.

4/21-4/22 Easyriders of Dallas, TX
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5/4-5/6 Virginia Beach, VA - Bike Week Classics KOA on General Booth Blvd.

5/11-5/12	Easyriders of Kansas, Overland Park, KS
5/14-5/20	Myrtle Beach, SC Broadway at the Beach
5/24-5/26	Rocket Roundup - Myrtle Beach Convention Center, Myrtle Bch, SC
6/1-6/3	Easyriders of North Carolina Mecklenburg, NC
6/8-6/9	Buds Harley-Davidson - Evansville, IN
6/10-6/17	Laconia, NH Bike Week "Fun Spot"
6/22-6/24	American Thunder Stockman Hotel & Casino in Elko, NV
6/29-7/1	Campbells Harley-Davidson - Marion, IL
7/6-7/8	Easyriders of Baltimore, MD
7/13-7/14	Dream Ride MC Show - Pecatonica, IL
7/20-7/22	9th Annual Little Sturgis - Sturgis, KY
7/26-7/28	Valkyrie Riders Rally - Zanesville, OH
8/3-8/5 & 8/8	Full Throttle Saloon - Sturgis, SD
8/6-8/7 & 8/9-8/12	Harley-Davidson Inc. - Rapid City, SD
8/17-8/19	Open
8/24-8/25 & 8/26	Guttridge Harley-Davidson - Danville, IL
8/30-9/3	Easyriders Rodeo - Chillicothe, OH
9/7-9/9	Lighthouse H-D - Huntington Station, NY
9/14-9/16	Bain Bridge Bike Fest - Bain Bridge, GA
9/21-9/23	Easyriders of Waterbury, CT
9/28-9/30	Open
10/5-10/7	Open
10/13	Harley-Davidson of St. Petersburg, FL
10/18-10/21	Biktoberfest - Daytona Bch, Fl Easyriders Pavillion

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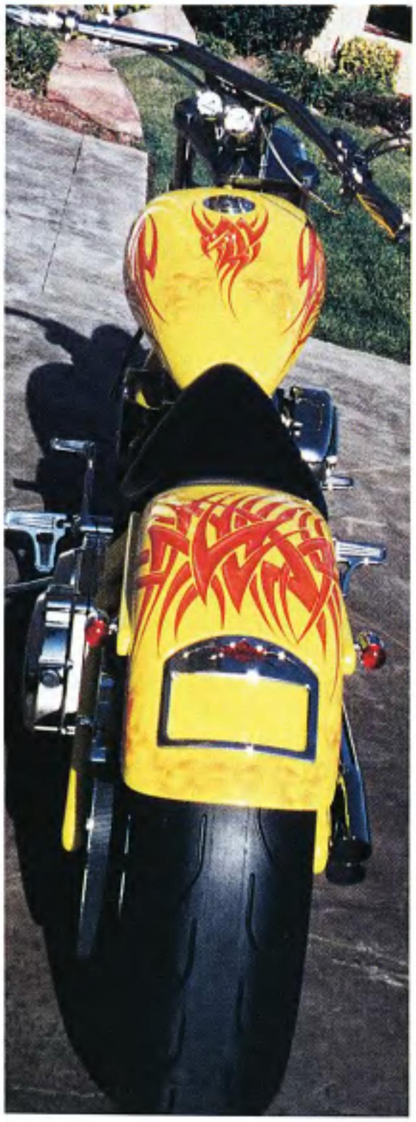


Rob Binney
Henderson, Nevada
'00 Special Construction

The following is not the same ol' story about how this is the first bike its owner ever built, etc., etc., regardless of how it may read. One reason it's different is the fact that its owner…well…. Just hold on there, I'm still searching.

Okay, Rob says, it's not only the very first one he's ever built, but he's also built it "entirely in my garage!" So, there! "I was down in Long Beach, at Jesse James' shop," Rob continues his thrilling tale, "and Jesse basically gave me a whole bunch of ideas. He also wanted to sell me a whole bunch of parts, but unfortunately, he didn't have enough on hand, so he just gave me a contact number where I could order everything I needed."

That was the number to Goodies Two, an aftermarket parts supplier in California. "I basically gave them 15 grand for all the parts they sent me," Rob continues, and before you start thumbing your nose at this fact, be assured that Rob only ordered some of the finest parts money can buy: a fender from Freddie Hernandez (of Denver's Choppers fame), fenders from Jesse James, a RevTech 6-speed tranny, a 100-cubic-inch S&S motor, wheels and a front end from Pro-One, forward controls from Joker Machine, an ignition from Crane, a gas tank from Fat Katz…and topped it off with a terrific paint job from the guys at Martinez Body and Paint.

The wiring was handled by Rob, who works as an electrician in the Las Vegas, Nevada, area. "You can't see one wire connector on that thing. I did all the wiring at Denver's Choppers, and then I went next door to Jensen's Cycles for the tail end of the job: starting the bike up."

Apparently Bruce knows a thing or two about fine-tuning such a monster, because just by looking at these photos, the trained eye can tell it looks awfully fast. —*Tripper*

Photos: owner

Photos: Nate Ullrich

Joe Cowan
Bettendorf, Iowa
1948 EL

Plagued by an apparently incurable case of lovesickness for each other, Joe and Mary meandered through 20 years of being apart, only to meet again and get hitched this time. And while most couples opt to manifest their love and union with a rugrat or two, Joe and Mary chose instead to have a bike. Smart move, considering the expense of raising children nowadays.

For these former high school sweethearts, getting a bike was akin to reliving their days of puppy love when they would scout out their admittedly limited universe atop dirt bikes and beat up street bikes, happily dreaming of riding into the sunset together.

Alas, shit happens, however, that's irrelevant at this point, because these days they trip around atop their nicely restored '48 panhead through a somewhat enlarged universe and, obviously, with a bigger wallet. They came across the pan in nearby Davenport, Iowa, where they ran into a fellow named Bud of Bud's Cycles at a local swap meet. Bud, it seems, had a bunch of old panheads once used as police or parade bikes. So, they convinced Bud to add them to his list of customers.

Bud did a fine job of matching a stock and unmodified '48 wishbone frame to a basically '48 motor with a few up-to-date ingredients, such as a set of Keith Black pistons and a pair of STD heads, all melded with an original set of Harley cases. For a more modern means of locomotion, Bud added an S&S Super E carb and a 2-into-1 set of pipes with fishtail mufflers. Bud also painted the bike battleship gray.

Happy with their new acquisition and eager to hit the road on it, the delirious couple flew down to Austin to pick up their pride and joy. On their ride back to Iowa, they encountered a number of mishaps, from a flat in Dallas to a number of storms outside of Oklahoma. But hey, they did eventually make it back home, and already they have some tales to tell. And that's unusual for newlyweds, who oftentimes don't make it out of bed long enough to tell anything. —*Tripper*

Mike Pullin
Matthews, North Carolina
'00 Special Construction

This bike holds a very special place in Mike's heart, because he dedicated it to his son Justin, who unfortunately died of an asthma attack at the age of 16, back in November of '98. "When I first started working on it, I got the frame, a Santee 4-speed rigid, and a few other parts back in '97, but I soon got tired of it and sold it," Mike says explaining the creation of this sled. "Then my son died, and a while after that, I called the guy who had bought the frame and bought it back from him."

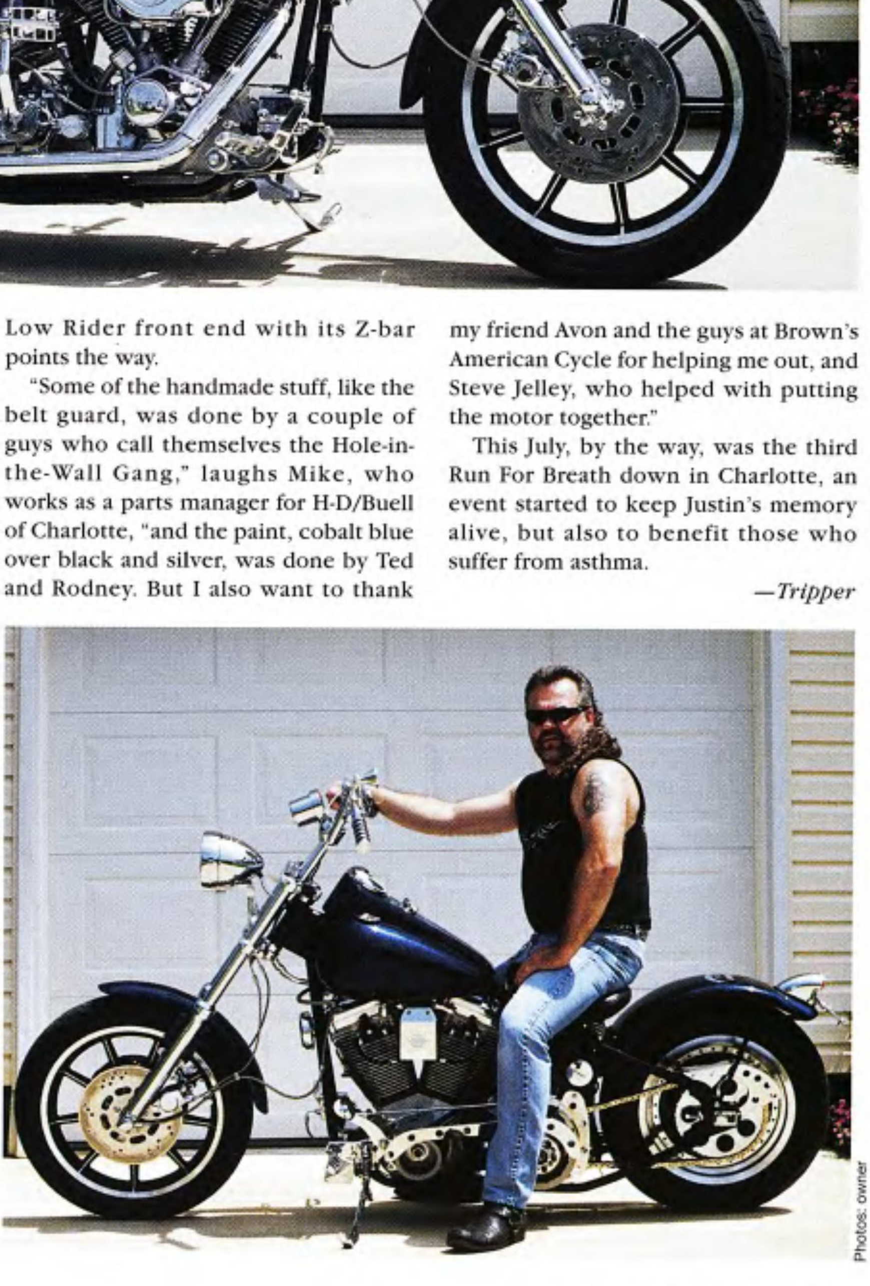
Mike was inspired to finish the bike in Justin's honor, and topped it off by placing first in the *In the Wind* class at the Easyriders Bike Show 2000 in Charlotte, North Carolina. Which only goes to show ya that our spectators do know a winner when it bites 'em in their collective ass.

But what's not to like here? The Harley-Davidson wheels move thanks to a set of Delron cases with stock Harley innards and a RevTech 4-speed tranny, while the motor is fed through an SU carb. The 3-inch BDL and the Crane HI-4 ignition both make sure that the forward motion is smooth while the genuine Low Rider front end with its Z-bar points the way.

"Some of the handmade stuff, like the belt guard, was done by a couple of guys who call themselves the Hole-in-the-Wall Gang," laughs Mike, who works as a parts manager for H-D/Buell of Charlotte, "and the paint, cobalt blue over black and silver, was done by Ted and Rodney. But I also want to thank my friend Avon and the guys at Brown's American Cycle for helping me out, and Steve Jelley, who helped with putting the motor together."

This July, by the way, was the third Run For Breath down in Charlotte, an event started to keep Justin's memory alive, but also to benefit those who suffer from asthma.

—Tripper



Photos: owner

ReadersRides

Jess Lindsay
Iowa Falls, Iowa
'73 Super Glide

"I had purchased a '73 Super Glide and was tearing it apart to fix some minor problems," is how Jess begins his tale. "I found little things that I felt I could fix to make the bike more my style, and not wanting to spend a lot of money, I did most of the work myself."

But that turned out to be like a Pandora's Box, because from those innocent beginnings, Jess ended up spending the better part of a year building this '00 Special Construction from the ground up. He was hooked. "I had purchased a Fat Guy frame from Chopper Guys and was test-fitting some parts when the theme for the bike hit me," Jess, a professional photographer goes on to explain. "I would make the bike fit my occupation."

Just what does he mean? "Working on the computer with digital files, I created the logos for my the tanks and the mascot for the front fender. I wanted to expand on those ideas and came up with flush-mounted taillights in the sprocket holes of a large filmstrip...."

At the risk of rudely interrupting Jess' stream-of-consciousness design effusion, I am quickly summarizing his detailed and rather lengthy descriptions thusly: filmstrips are coming out of canisters on struts, fork brace, foot pegs, mirrors, shift linkages, nitrous canisters, and coil brackets are custom-made by Tim from T&S. Sheet metal by Mark Carpenter at Iowa Falls Auto Body; crack on rear fender for film to emerge was his idea, as was the filmstrip on stretched gas tanks. Then Jess called the Iowa DOT and had his new and improved scooter approved with a VIN.

And because he's all tangled up in building bikes now, Jess is already working, together with a friend, on a top secret, new and radical scooter with all kinds of different and yet-to-be-patented features, like the drive propulsion and....

Hey, I better shut up now before I end up with a pair of tight fitting cement shoes. *—Tripper*

Photos: owner

"First day with his new Performance Machine front brake."

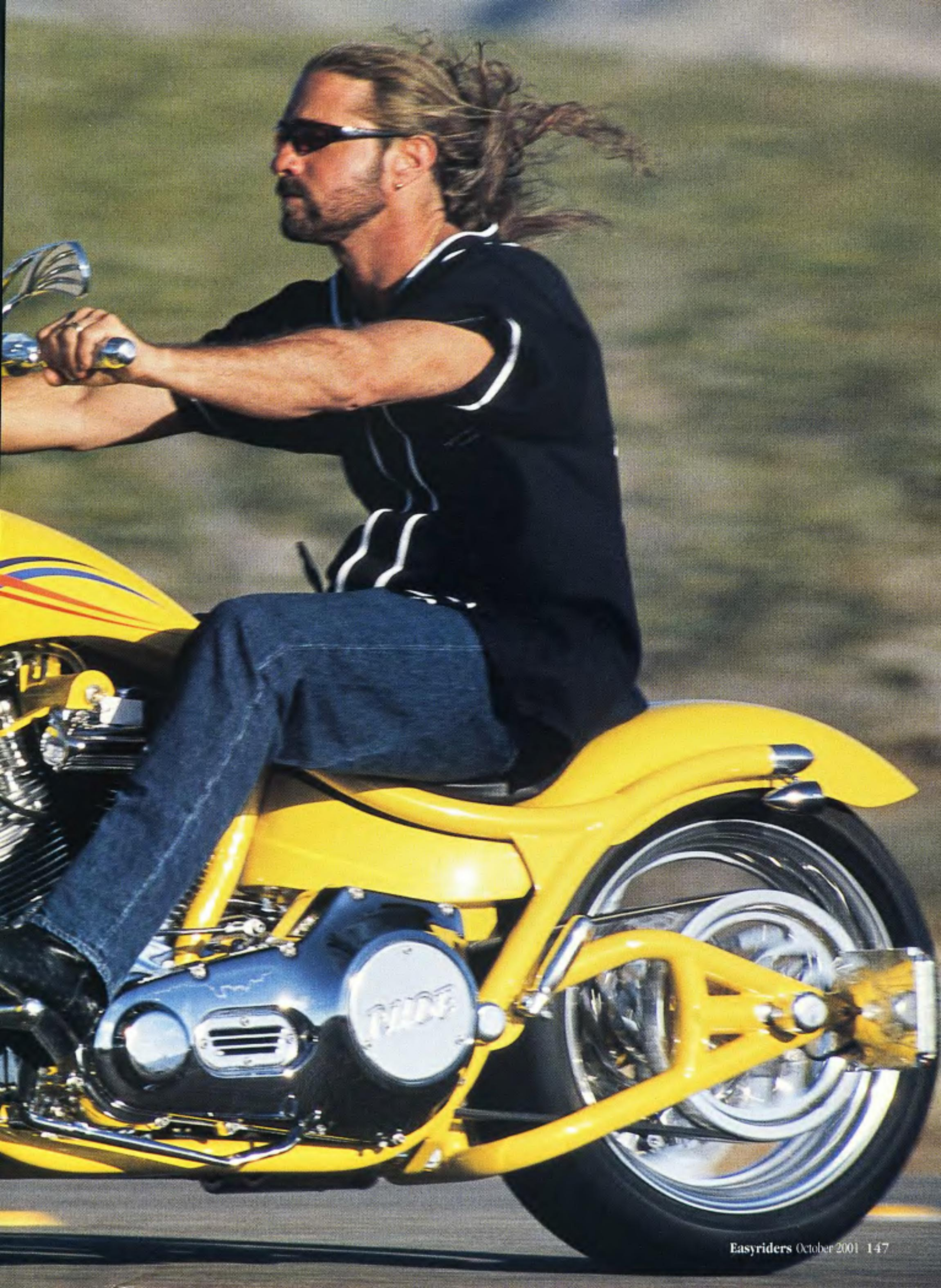
TOO RUDE FOR PRIME TIME

STAZ' RUDE AMERICAN ST

Every year come spring, the *Easyriders* staff heads out to Laughlin, Nevada, to cover the hottest (no, really) biker event on the Left Coast.

Come the middle of the week we load our scooters like packing mules with everything we need such as cameras, film, sunscreen, gambling money, (and clean underwear if there's any space left). We always try to get a good head start on the blistering heat of the Californian desert, and try to leave El Lay 'round 4 a.m.

Turns out that after we get our ducks in order, top off the gas tank, and wait another hour for the riding buddy whose alarm clock is broke, we're all good to go.



Anyway, when all is said and done, we usually end up putting rubber to the pavement at 7:30 in the morning, just in time to spend the worst part of the day riding through what feels like an oven, and roasting our schnozz in the hot desert air.

Upon arrival in Laughlin, most riders check in their hotel, hit the shower, and pop a cold one. That's not for us though. Instead we hit the ground running, and head to the vendor area to pay a visit to the motorcycle manufacturers, and check out their newest rides.

There were many interesting models to revel at this year, and Las Vegas dealer Staz American Motorcycles had brought along a battalion of their newest Rude American cruisers.

The yellow Rude American ST we're featuring here is in fact a Bourget's creation that's manufactured exclusively for Staz, as a private label. Its dynamic lines and bold styling say "Bourget" loud and clear for anyone familiar with these distinctive custom cruisers built in Arizona by Roger Bourget and his team of talented craftsmen at Bourget's Bike Works.

At the heart of the Rude American ST, is a 113-inch S&S solid-mount motor that's mated to an STD 5-speed close-ratio transmission. Torque is transferred to the tranny by a 3-inch Primo Brute belt drive and clutch kit. Nothing but top-notch components are used here: that's a good start.

We took the Rude American ST out for a ride early one morning as the sun was just peering over the horizon. The air was still crisp and cool and we headed out of town for a 40-mile ride in the nearby mountains. The road was practically deserted, and the coast was clear allowing us to let the big S&S motor sing its sweet tune through all the gears.

The power delivery of the 113-inch big twin was as brutal as expected, and the Primo belt drive let out its

classic hot rod whine as we hauled ass through all five gears. Shifting was precise and positive thanks to STD's exacting assembly standards and a very smooth shift lever that made finding neutral a breeze.

The Bourget-built chassis features fat tubing all around, as well as a beefy Bourget swingarm that helps in making the Rude American track true. The bike felt very solid going down the road at any speed, and powering through long sweeping curves. It didn't twist like a soggy pretzel under hard acceleration either, which can take the joy out of riding hard.

What goes fast, should come to a safe stop, and on the Rude American this chore is handled by a pair of GMA disc brakes featuring floating discs and 4-piston calipers. We found them to be an ideal match to the motor's potential.

Cornering clearance wasn't much to write home about of course, since we were dealing with a lowered cruiser with forward controls, so we didn't feel the need to engage in more creative machining of the foot pegs against the Arizona asphalt.

Although the ultra-low seating position was quite comfortable at first, we later found that the seating angle was somewhat against nature. The Rude American doesn't pretend to be a long-haul machine anyway and makes no excuses for being a bona-fide bar hopper.

Speaking of bar hopping, we took the bike out one night and hit the Laughlin main strip to cool our heels and enjoy the cruising scene. One thing needs to be said about riding a Bourget-built motorcycle: it will always get you plenty of attention, even in the middle of 20,000 customized bikes.

The Staz Rude American ST is priced at $32,999 as featured. Contact Staz (800) 666-1328, or log on to www.staz.com to find out more about this and other bikes, and ask them about financing. *—Lafayette*

Owner: Staz American Motorcycles
City: Las Vegas, Nevada

General
Fabrication: Bourget's Bike Works
Year and make: 2001 BBW
Model: Rude American ST
Assembly: BBW

Engine
Year and model: 2001 S&S
Ignition: Crane Hi-4
Displacement: 113 cubic inches
Lower end: S&S
Cases: S&S
Heads: S&S
Carb(s): S&S Super G
Air Cleaner: S&S
Pipes: BBW Shorties
Starter: Spyke polished

Transmission
Year: 2001
Type: STD 5-speed close-ratio
Trans sprocket: pulley
Wheel sprocket: pulley

Paint
Color/type: frost yellow/ powdercoat

Frame
Year: 2001
Builder: BBW
Type: hidden-shock
Rake: 38 degrees
Stretch: 5 inches
Shocks: single, under frame

Accessories
Headlight: Bates
Bars: BBW
Speedo: on bars
Fender(s): BBW custom
Gas tank: Rude ST
Oil tank: custom
Oil system: S&S
Primary cover: Primo
Seat: custom
Mirrors: billet
Grips: billet

Forks
Type: wide track

Wheels

Front
Type: Rude Shark billet
Size: 21-inch
Rim width: 2.125-inch
Tire: Dunlop 90-90-21
Brake: GMA

Rear
Type: Rude Shark billet
Size: 17-inch
Rim width: 5.5-inch
Tire: Dunlop 190
Brake: GMA

Photos: Jan Hagglund

"You left the toilet seat up in the out house again."

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ComingAtYa

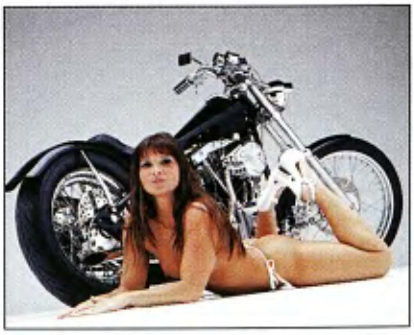
The November issue of *Easyriders* (#341) gives thanks for some kick-ass bikes as we bring you all the new Harley-Davidson models for 2002. We'll also ride to Laconia, hit the Bronco Sunride in Colorado, and also offer a tribute to our vets as we bring you Rolling Thunder.

We'll show off the latest custom sensations by Mitch Bergeron, Harold Pontarelli, Performance Machine, and check out the chopper owned by rocker James Hetfield of Metallica.

On our tech platter, we'll pull the wraps off of the J&P "Build-a-Bike" which you could win, and feast on all the trimmings of Metzeler's newest tires for custom bikes, and, as always, serve up the tastiest morsels of tender, succulent babes and bikes this side of Plymouth Rock. *On sale October 2*

The November 2001 issue of *V-Twin* offers 11 great bike features (including a look at Harley's new liquid-cooled road rocket, the V-Rod) and some pretty tasty tighties to show them off. We'll take you to the Loudin Classic for all the racing and partying action as well as Palm Springs Bke Week and also give ya the death-defying facts about the mysterious 200 MPH Club. It's also our College Girl Round-up issue where we, uh... round up some college girls. Meet Canadian Master Builder Mitch Bergeron, check out Kit Bikes that come ready to roar, and get the latest on the coolest products, cycle fashions and custom goodies for you and your ride. It's all in the titillating November '01 issue of *V-Twin* magazine It's better than mashed tators and gravy...almost. *On sale October 2*

The October issue of *BIKER* features sweet Monique on a bronze chopper, the Stafford Springs Jamboree, candid Laughlin River Run photos and a top-secret Floridian shovelhead party!. *On sale now!*



December's issue of *In The Wind* (#107) has its saddlebags filled with gobs of photos, focusing its lens on Li'l Bit with Paul Stoner's shovel, the Laconia Rally, and Rolling Thunder XIV. *On sale now!*

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